

**INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Curtis Bay Ordnance Depot Survey Number: AA-2198

Project: Demolition by Defense Logistics Agency Agency: Defense Logistics Agency (Army)

Site visit by MHT Staff: X no yes Name Date

Eligibility recommended Eligibility not recommended X

Criteria: X A B X C D Considerations: A B C D E F G
 None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Curtis Bay Ordnance Depot was begun in 1918 and had several periods of significance. During these times, the CBOD was used to store weapons and munitions in anticipation of providing them to the armed forces engaged in combat. There were many buildings constructed during the historic period (1918-1958), which have been lost through neglect or sale to other owners. Of the historic resources which remain standing, many have been altered, thus causing a loss of integrity. Examples include the Art Moderne style Administration and Guard Buildings and the Fire Station. The Forest Service's Report also indicates that such landscape features as a railroad and magazine barricades, and roadways have also been removed or damaged. Based on the information provided, the Trust herewith concurs that the Curtis Bay Ordnance Depot is not **eligible** for inclusion in the National Register of Historic Places as a district. Furthermore, no individual building or structure retains sufficient integrity, and are therefore not eligible.

Documentation on the property/district is presented in: Compliance and Review Files and Report

Prepared by: C. Milo McLeod and Robert Whetsell, Forest Service, USDA

Anne E. Bruder

Reviewer, Office of Preservation Services

January 20, 2000

Date

NR program concurrence: X yes no not applicable


Reviewer, NR program

2/9/02
Date



**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC
CONTEXT****I. Geographic Region:**

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☒ Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
☐ Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

- ☐ Subsistence
☐ Settlement

☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaptation

IV. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture,
and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☒ Military
☐ Religion
☐ Social/Educational/Cultural
☒ Transportation

V. Resource Type:

Category: Site
Historic Environment: Suburban
Historic Function(s) and Use(s): Military ordnance storage facility, etc.
Known Design Source: United States Army Quartermaster's Corps

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. AA-2198

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Curtis Bay Ordnance Depot

and/or common Curtis Bay Defense National Stockpile Center (DNSC)

2. Location

street & number 720 East Ordnance Road

 not for publication

city, town Glen Burnie

 vicinity of

congressional district First

state Maryland

county Anne Arundel

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<u> </u> agriculture <u> </u> museum
<u> </u> building(s)	<u> </u> private	<u> </u> unoccupied	<u> </u> commercial <u> </u> park
<u> </u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> educational <u> </u> private residence
<u> </u> site	Public Acquisition	Accessible	<u> </u> entertainment <u> </u> religious
<u> </u> object	<u> </u> in process	<u> </u> yes: restricted	<u> </u> government <u> </u> scientific
	<u> </u> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<u> </u> industrial <u> </u> transportation
	<input checked="" type="checkbox"/> not applicable	<u> </u> no	<input checked="" type="checkbox"/> military <u> </u> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Defense Logistics Agency (DLA)

street & number 720 East Ordnance Road

telephone no.: (410) 962-2346

city, town Glen Burnie

state and zip code MD, 21226

5. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel County Courthouse

 liber

street & number

State Circle

 folio

city, town

Annapolis

state Maryland

6. Representation in Existing Historical Surveys

title Phase I Cultural Resource Survey Curtis Bay Storage Depot-DRAFT

date May 1988

☒ federal state county local

pository for survey records Maryland Historical Trust

city, town Crownsville

state MD

7. Description

Survey No. AA-2198

Condition

☐ excellent
☐ good
☐ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE CONTINUATION SHEET
SECTION 7

8. Significance

Survey No. AA-2198

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input checked="" type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1918/19, 1941–45, Builder/Architect Quartermaster Corps (U.S. Army)

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☒ national ☒ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE CONTINUATION SHEET, SECTION 8

9. Major Bibliographical References

Survey No. AA-2198

See attached continuation sheet

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification Currently 483 acres, the Depot is bordered by Curtis Creek and the Baltimore and Ohio Railroad lines to the east and by Kurnace Creek and Back Creek to the south and southwest. The north and northwest boundaries are arbitrarily based on the boundaries of properties sold to other govt. agencies.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Robert C. Whetsell

organization USDA Monongahela National Forest

date 1 December 1999

street & number 200 Sycamore Street

telephone (304) 636-1800 ext. 322

city or town Elkins, WV 26241

state

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

7. Description

Survey No. AA-2198

CONTRIBUTING RESOURCE COUNT: 74 Buildings, 2 Structures, and 10 Designed Landscape Features.

NON-CONTRIBUTING RESOURCE COUNT: 1 Building.

The United States Army Curtis Bay Ordnance Depot is located in Anne Arundel County, approximately one mile south of Baltimore City and one mile northeast of the town of Glen Burnie, Maryland. The depot is bordered by Curtis Creek and the Baltimore and Ohio Railroad lines to the east, and by Furnace Creek and Back Creek to the south and southwest. The north and northwest boundaries are arbitrarily based upon the boundaries of properties that were sold to other government agencies. The Curtis Bay depot was constructed between 1917 and 1918 to serve as an U.S. Army ordnance depot and was operational until 1958 when the property was transferred to the General Services Administration (GSA). The GSA, under the Defense National Stockpile Program, used the site for the storage of strategic and critical materials. Since 1958, the GSA has sold approximately 359 of the original 826 acres to various county and federal agencies, including the U.S. Army, which later established the Adam S. Brandt U.S. Army Reserve Center on a portion of the former depot grounds. After the change in historic function and use, the depot's buildings and structures rapidly deteriorated after being abandoned. The majority of the remaining buildings, structures, and designed landscape features associated with the ordnance depot, currently administered by the Defense Logistics Agency (DLA) and the U.S. Army Reserve, have been extensively modified from their original function, left abandoned to deteriorate, or razed. The cultural resources found on the U.S. Army Reserve portion of the depot grounds are discussed in documentation provided by Bregman and Company. What follows is a discussion and evaluation of the Curtis Bay property currently owned by the GSA and used by the DLA as a Defense National Stockpile Center.

The current DLA managed property can be broken down into four distinct areas based upon historic function. These include an administrative area that encompasses the present administrative office at the western perimeter of the property and extends northward to include the main gatehouse along East Ordnance Road. A second area, centrally located on the depot grounds, comprises the former World War I and World War II magazines, railroad siding, earthen barricades, and outside storage areas. The third area, situated on the northeastern portion of the depot grounds, contains maintenance and carpenter shops associated with the depot's original railroad transportation system. The fourth area is the dock area. Located on the eastern edge of the depot grounds along Curtis Creek, the dock area includes an elongated dock, several large warehouses and associated smaller buildings. Each area and the condition of the key buildings they contain are discussed below.

Administrative Area

The administrative area is located along a narrow strip of the DLA property extending from the administrative office (Building 305) at the western perimeter, northeast to the depot's main gatehouse (Building 101), along East Ordnance Road. The present administrative area represents

only a small portion of the larger original administrative and residential area that was transferred to the U.S. Army Reserve and Anne Arundel County following the closure of the ordnance facility in 1958. The location of the administrative area on a gradually sloping hill overlooking the ordnance depot's vast acreage was planned to give complete visual coverage of the depot's grounds and the workers as they loaded and off-loaded munitions at the magazines and along the dock. The location away from the central magazines also afforded employees and servicemen in the administrative and residential portion of the grounds a comfortable and safe distance should an accident occur either on the dock or at one of the magazines.

Between 1917 and 1918, when the depot was originally designed, laid out, and constructed using Quartermaster Corps standardized plans, the administration and residential areas consisted of temporary, Series 600, frame buildings surrounding a central administrative building. Narrow unpaved roadways linked the administrative and residential buildings. Minimal landscaping was conducted on the property. A 1943 General Depot Layout illustrates the numerous buildings and structures occupying the northwest corner of the depot property with over 20 buildings and structures identified. Of this number of buildings and structures, none from the original World War I era have survived, only four built during World War II are now extant: the Administration building (1941), the "New" Storehouse (early 1940s), the Gatehouse (1941), Firehouse (1941-currently DLA administrative offices), and a deteriorated two-story wood frame house with associated garage, formerly officer's quarters. The Administrative Building and Storehouse are on land belonging to the U.S. Army Reserve, while the DLA property contains the Firehouse and Gatehouse. The two-story frame house and garage are on Anne Arundel County property and have incurred structural failure as a result of neglect and abandonment.

The two remaining administrative area buildings located on DLA maintained property, although not of the original 1917 construction, are reflective of the Art Moderne influence found on many military construction projects from the mid-1930s through the 1940s. According to the *Context Study of the United States Quartermaster General Standardized Plans, 1866-1942*, and based upon examples found at other installations across the United States (such as the Operations Building in Marshall Field, Kansas), the Art Moderne style was frequently used in construction projects. The Art Moderne style, however, was just one of many differing styles used by the Quartermaster Corps throughout its long tenure as principal designer for military construction projects. The clean lines, strength of materials, and ease of construction associated with Art Moderne architecture made this style attractive to the United States military.

Fire Station, Building 305, is a two-story, reinforced, concrete building with basement located at the northwest corner of the DLA maintained grounds. The concrete roof of the building is flat and covered with tar. The central two-story section of the building has two smaller, single-story, recessed additions set back from the north entrance. The eastern addition was used as an equipment and patrol car garage, while the western addition housed additional office space. The central addition was used to house two fire engines and equipment on the first floor and firemen living quarters on the second floor. The basement lies under the central portion of the building. Elongated, metal, sunshade awnings extend over the length of the additions east and west façade window openings and around the entire second floor window area. During use, the fire station was considered a secondary support building relative to the overall mission of the ordnance depot. The fire station became the administrative offices overseeing the stockpiling program at

the depot shortly following the closure of the ordnance operations in 1958. Over the past four decades, aside from the removal of adjacent and associative administrative buildings, the building itself has undergone numerous alterations affecting its historic integrity. These include the removal/in-filling of original windows and openings, removal and replacement of large garage doors with smaller plate glass picture windows, and alteration of original interior design and spaces. These alterations to the building's historic integrity (Design, Setting, Materials, Workmanship, and Feeling) have impacted the building's ability to convey its significance.

Similar changes can be seen at Building 101, the main gatehouse. Located along East Ordnance Road, the gatehouse is of standard U.S. Quartermaster Corps design and is similarly designed and constructed in the Art Moderne style. Built in 1941 to replace a previous gatehouse, Building 101 is a one-story, flat roofed building constructed of reinforced concrete. The small building features a staggered or recessed series of smaller bays set back from a taller, central bay. Multi-light, casement windows are used throughout the front northeastern façade while smaller windows are used in the rear facade. In addition, a sectioned security gate with hinged openings and lighted posts extend from both sides of the building. After completion, automobile access to the depot was administered through the gate on the proper left side of the gatehouse while locomotive access was permitted through the proper right railroad gate. Sometime following the 1958 closure of the ordnance facility, a new (current) opening was created between the proper right side of the building and railroad gate. The new gateway was opened following completion of a new roadway leading from the gatehouse entrance directly to ore stockpile locations in the former magazine area and warehouses in the dock area. This entrance replaced the former proper left entrance used to access the old administration area, currently closed and under ownership of the U.S. Army Reserve and Anne Arundel County. Although altered less considerably, the building windows show signs of deterioration and have been altered with in-filling and removal at the rear of the building. Additionally, the interior of the building has been modernized and slightly altered from its original floor plan. Even though the constructed in a similar architectural style as the fire station, the gatehouse is only secondary to the mission of the depot and is a common military design. Gatehouses of similar architectural styling have been found at other military installations including the Defense Supply Center at Columbus, Ohio.

Overall, today's administrative area is at best a faint reminder of the depot's period of significance, with a large portion of the original buildings, both primary and secondary, having been razed. Still others, like the fire station, have been so altered that they no longer retain historic integrity. What is more the setting of the small remainder of buildings has been lost with the removal of original designed landscape features such as roads, walkways, recreation areas, and landscaping. Today, as a result of the division of property and subsequent land uses practices by the various owners of the former ordnance depot grounds, only a handful of poorly maintained and altered buildings divided by fencing remain.

Magazine Area

The magazine area is centrally located on the currently maintained DLA depot grounds. Curtis Creek, the dock, and maintenance areas comprise the eastern perimeter of the magazine area with Back Creek lying to the south, and U.S. Army Reserve and Anne Arundel County properties to the west and north. The magazine area occupies the largest portion of the depot grounds and is

primarily limited to minor, special use activities relative to both the depot mission of storing bulk strategic materials and the various tenant requirements.

Prior to termination of ordnance storage at the Curtis Bay Ordnance Depot in 1958, the depot occupied an area of over 798 acres. The majority of this space was used to store ordnance in specially designed magazines and earthen barricades. At that time, the Back creek waterway, south of the administrative area, divided the magazine area into two sections, the eastern and western magazine areas. The eastern magazine area (currently maintained by the DLA) extended east and north from the banks of Back Creek towards the dock and maintenance areas. The magazines layout, designed according to standard U.S. Army Ordnance Department practices, was rigidly enforced and established orderly rows of evenly spaced magazines of various dimension, construction, and design, each engineered to meet the needs relative to the magazine's specific storage role. Each of the magazines were spaced 300 feet apart in several parallel rows running the length of the expansive, flat, open fields on both sides of Back Creek. Typically, magazines of similar function and design would be grouped together in specific regions of the magazine area. Although begun in 1917, the depot reached its apex during World War II after expansion efforts had increased the number of magazines to include 33 standard magazines, 56 smokeless powder magazines, 9 primer magazines, 8 high explosive magazines, and 1 igloo magazine.

Standard primer and fuse magazines, particularly those remaining in the central portion of the DLA maintained property, were built in 1917 and designed to store ordnance primers and fuses. Each magazine is rectangular in shape and measure 32 x 96 feet. Each building foundation is composed of a poured concrete wall with several rows of 12 x 12-inch concrete piers running underneath the length of the building to support the immense weight of the floor and its contents. The building used 10 x 12-inch wooden girders and rows of floor joists to rest on the tops of the concrete piers to distribute its weight. The exterior, upper portion of each building was connected using hollow Denison Interlocking tiles and brick pilasters. Seven pilasters extended along the length of each single bay wide building, making six equal-distant bays. The eastern façade of the magazine, which faced towards the railroad siding serving it, used two sets of metal-clad double doors spaced 48 feet apart to allow access into the building from the exterior, elevated, concrete loading platform. The interior used wood plank floors, while wood lathe covered the walls from the floor to the ceiling. The roof of each building was a simple shed roof covered with gypsum slabs and topped with 16 roof ventilators equipped with individual lightning rods. The only openings, aside from the twin double doors, were two, 3 x 4 feet, rectangular portals with hinged, metal-clad doors set high in the upper portion of the western façade. All of the door and window openings have concrete lintels.

Standard smokeless powder magazines were built in 1917 and were designed to hold kegs of smokeless powder. The magazines are rectangular in shape and measure 32 x 96 feet. The smokeless powder magazines are supported with a foundation composed of several rows of 12 x 12-inch brick columns. The columns are used to support the girders and floor joists that extend along the bottom, below the tongue-and-groove wood flooring. The upper portion of the building is a wood frame design with wood rafters. The exterior of the building is sheathed with corrugated asbestos siding from the roof to the ground surface. The only openings for the building are sealed by two, hinged, metal-clad, double-doors that open along the eastern façade

onto a raised, concrete, railroad loading platform with steps. The magazine is covered with a simple shed roof comprised of reinforced gypsum tiles and topped with twelve ventilators equipped with lightning rods.

The standard ammunition magazines were built in 1917 to serve as ammunition magazines for various caliber U.S. Army ordnance. The magazines are rectangular in shape and measure 50 x 219 feet. The magazine flooring is comprised of a poured concrete slab. In all but one, the exterior of each building is fashioned out of Denison Interlocking tile with brick pilasters. Magazine G-31 differs in that its façade is entirely constructed of brick. The brick pilasters in the other magazines number four at the gable ends and 12 along the length making the building a two by eleven bay building. A series of wood trusses, connected to the brick pilasters, support the gable roof and the weight of the gypsum-tiled, diamond pattern roof. Five sliding, metal clad doors along the length of the railroad/loading area façade provide access to the cavernous interior of the magazine. The magazine also has six square portals, with small, hinged, metal clad doors along the upper exterior length of the building. In addition, small louvered vents are centered in the upper portion of the gable ends. Except for the doors, all of these openings have concrete lintels. Loading docks on the magazine differ between large ground level, concrete slabs with imbedded railroad siding or 10-foot wide, elevated, platforms extending the length of the façade.

The only igloo magazine constructed at Curtis Bay is located in the western arm of barricade X-I (644-XI) in the southwest portion of the DLA controlled property. The concrete igloo magazine was designed to handle a variety of high explosive ordnance. The design was standard for igloo magazines of the period one of thousands built by the Army between World War II and the end of the Cold War. The magazine is circular in shape and designed with a dome roof. Both the roof and flooring are constructed of reinforced concrete. The walls of the magazine are thicker at the base than at the top and the whole structure is buried so that only the door and ventilator are visible. In the event of an accident the thick walls at the base and surrounding earth force the energy of the explosion skyward instead of laterally where it would endanger other magazines. The door of the magazine is a hinged, heavy steel construction.

The scale house is located on the eastern edge of the magazine area on "A" Line Road, between magazines A-1 (921-A) and A-2 (922-A). The scale house was built in the late 1940s or early 1950s and is representative of the common design for railroad scale houses used on U.S. military installations throughout the country during the Cold War era. The scale house and scale have been continuously used since their installation to weigh railcars.

The railroad scale house is constructed of concrete blocks and features poured concrete flooring. The roof is a shallow pitched shed roof constructed of metal. Façade openings include a large 2-over-1 light, metal sash, cantilever window on the eastern façade facing the scales. A second, much smaller, two light cantilever window, with metal sash, is found centered in the southern façade. Access to the building is accomplished via a steel security door with industrial glass opening located on the northern façade. Bricks, set on their sides, provide the decoration for the building's window sills.

In addition to the magazines, numerous earthen barricades were constructed to contain possible explosions that might occur as a result of accidents while loading ordnance onto railroad cars.

Additionally, the larger barricades were used for the outside storage of railroad freight cars loaded with ordnance. Smaller barricades were typically found surrounding many of the individual magazines. Barricades were designed in various sizes to accommodate varied numbers of freight cars and included as of 1946, 12 five-car barricades, 10 four-car barricades, 17 three-car barricades, and one single-car barricade. The construction of these barricades offered a railroad car loading/storage capacity between 152 and 173. During the mid-1950s, several of the "U"-shaped earthen barricades were used as large open incinerators for the elimination of World War II and Korean War era surplus black powder.

To achieve efficiency and move large numbers of ordnance, railroad spur lines, emanating from the Baltimore and Ohio railroad mainline at the northern edge of the depot, served each row of magazines. To enable for the loading/off-loading of ordnance each magazine had its own siding. A single railroad spur line connected the railroad lines of the eastern and western magazine areas. In addition to the railroad lines a small number of paved roadways also encircled and divided both magazine areas. These roads enabled workers, firemen, and security personnel to access the magazine area and provide adequate security. Part of this roadway system included a foot/vehicle patrol bridge located on Back Creek at its confluence with Furnace Creek. This bridge connected the eastern and western magazine areas and enabled security personnel to patrol the perimeter of the depot grounds. Due to weight restrictions and safety concerns the bridge was never used to transport ordnance. Today, these are some barricades, magazine spacing, railroad lines, and roadways comprise the depot's designed landscape features.

Besides storing ordnance, the depot also employed equipment used in the burning of outdated smokeless powder from ordnance storage that had been selected for dismantling and disposal. Located southwest of the dock area's Warehouse's 1 and 2 near the confluence of Curtis and Furnace Creek, the Smokeless Powder Incinerator Plant (formerly Building 56, currently Building 1052) was constructed in 1939 and due to deterioration little resembles its original design. When in operation, the original building had two rooms with a steel tower and chute. Black powder would be loaded into a railroad hopper car and carried by narrow gauge rail to another steel hopper car that hoisted the powder to the top of the tower and chute for burning. All that remains of the incinerator plant today is the irregular, 17 x 30-foot concrete base of the building, the tower, hoppers, and rail spurs are no longer present.

Today, although primary to the historic function of the former Army Ordnance Depot, the magazine area has lost its historic integrity due to alterations made to the original magazines (Design, Workmanship, Materials), severe structural damage due to abandonment (Setting, Feeling, Workmanship, Design), and loss due to demolition (Setting, Feeling). All have severely impacted the historic setting, feeling, design, workmanship, and materials of the magazines. Much of the original depot magazines, including all of the high explosive magazines, were lost when they were razed following the sale of large tracts of land to Anne Arundel County and the U.S. Army Reserve. The remnants of the remaining DLA controlled magazine complex, with its numerous gaps in the formal spacing of rows or piles of rubble left where magazines once stood, drastically impacts the feeling, design, and setting of a World War I and World War II U.S. Army Ordnance depot (See Appendix 5). Additionally, the loss of the depot railroad yard, once located between the magazine area and the dock areas, and the removal of railroad trackage, such as spurs, siding, and trunk lines, and alteration of roadways has impacted the historic

transportation routes associated with the movement of ordnance and personnel. In the majority of instances railroad lines have had their rails removed and the grades destroyed with ballast scattered over a wide area. Few of the magazines have retained their associated railroad spurs and siding. In some instances, roadways and outside ore piles have been placed over former railroad grades adding to a loss of historic setting as a result of a loss of original traffic patterns.

The Maintenance/Transportation Area

The Maintenance/Transportation Area is located at the eastern corner of the DLA maintained property along Curtis Creek, north of the Dock Area. This small area opposite magazine rows A, B, F, and G contains the carpenter shop, maintenance building, locomotive shed, yard office, cafeteria, and various smaller maintenance related sheds. The buildings are masonry design with the larger buildings, particularly the locomotive shed, maintenance shed, and carpenter shop, constructed of terra-cotta interlocking tile, a standard material used on World War I era permanent buildings, particularly magazines and maintenance/transportation related buildings. The other large buildings, built during World War II, are concrete block or timber framed. The smaller sheds are concrete block or metal-clad and date from the World War II era. The maintenance and transportation buildings in this area are closely grouped together and of similar scale. Railroad lines intersect and connect the area with the magazines and dock warehouses.

The locomotive shelter (formerly Building 27 or currently 821) was built in 1918 to serve as the maintenance facility for the depot locomotives. Although an integral part of the ordnance depot, locomotives are at present non-existent at the facility. As such the shelter currently is used to maintain depot vehicles. The shelter is 142.5 x 51 x 21 feet and is two bays wide. The building's length is divided into nine bays with six large 36-light, awning windows with steel sash and industrial grade wire meshed glass. Above each opening is a concrete lintel. The floor and foundation of the building is reinforced concrete with two pairs of railroad rails imbedded in the concrete running the length of the building with repair pits under each track. The walls of the shelter are composed of the same hollow, interlocking terra-cotta tile used in several of the large magazines. A total of eight brick pilasters are used along the length of the shelter exterior walls. Multiple heavy wooden trusses attached to pilasters support the gable roof's heavy loads of gypsum slab roofing. Two large louvered fan openings are used in the gables while ventilators are visible above the roofline of the shelter.

Changes to the locomotive shelter include the removal and closing of the two large smoke jacks from the steam locomotive era, which no longer tower above the building roofline. All six windows along the north façade have been in-filled with concrete blocks, and the original hinged, twin, double wooden doors that graced the entrance of both gable ends have been replaced with metal rolling doors.

The Machine Shop (formerly Building 40, currently 822) adjoins the locomotive shelter at the shelter's northeastern corner. The machine shop was built in 1918 at the same time as the locomotive shed. It was designed to house the heavy equipment needed to repair locomotives and other large machinery. The building is still used as a machine shop, although for smaller tasks. A large, metal, fire door separates the shelter and machine shop at the adjoining point of the two buildings. The machine shop has two rooms: a main workspace and a boiler room. The

two bay wide machine shop measures 41.5 x 92 feet and is divided into five bays along its length. Material used in the construction includes a poured concrete slab foundation and floor, brick pilasters, and interlocking, hollow, terra cotta tiles. The windows are large, multi-light, industrial grade, wire mesh, awning windows that permit light to saturate the workspace within. Large wood trusses attached to pilasters carry the weight of the heavy, gypsum slab, gabled roof. Large louvered fan openings are found in the gables, while twin roof ventilators are visible above the roofline.

Alterations to the machine shop include an unsympathetic 1940s addition to the building's eastern façade. Constructed as a yard office, the frame addition is not of similar scale or materials and does not complement the World War I era setting of the terra cotta tile and brick constructed locomotive shelter, machine shop, and battery charging station. Other alterations include the removal of original wooden double doors formerly at all entry points. Instead, a metal rolling garage door has been employed since the removal of the wooden doors.

Carpenter Shop (formerly Building 39, currently 825) was originally constructed as a battery charging station in 1918. The building is located north of the locomotive shelter, maintenance shop, and yard office complex. Since World War II the building has been used as a carpenter shop. The building is of similar construction as the locomotive shed and maintenance shop. The building is based upon a rectangular floor plan and features a 2 x 8-bay design equaling approximately 6,400-square feet of floor space. The foundation and floor are reinforced pouted concrete slab, walls are interlocking, hollow, terra-cotta tile with brick pilasters. Large wooden trusses attached to pilasters support the weight of the gable roof and its gypsum slab roof. A line of steel sash, multi-light, industrial glass, awning windows encircle the building broken only by the brick pilasters and western entryway.

Alterations to the carpenter shop include the removal of all rail siding and an elongated wooden loading platform on the northern façade. The platform was an important feature to the World War I era building and its loss affects the historic integrity of the building. Other changes include removal of original wooden doors and the removal/enclosure of several original awning windows.

The Yard Office (formerly Building 38, currently 823) was constructed between 1939 and 1940 to serve as the depot operations building during the World War II era. It is attached to the eastern façade of the machine shop. The yard office has been upgraded and continues to be used for office space. The building measures approximately 38 x 91 feet and has a rectangular floor plan. The building is wood frame with an elevated concrete platform attached to the south entrance. The building has two raised false fronts at the north and south facades.

Alterations made to the yard office since completion in the 1940s includes the modernization of the interior to conform to modern needs and uses. Additionally, the yard office exterior has been altered with the use of aluminum siding, steel security doors, and modern double-hung windows. The building, although part of the World War II era construction, is not sympathetic with the World War I era, terra-cotta tile buildings located within the area.

The Post Restaurant/Mess Hall (Building 812) has had many uses over its history since being constructed in the early 1940s. For many years the building served as depot mess hall before used as office building. In recent years, it has been leased to the Baltimore City Police Department for use as a classroom and kennel for the police dogs brought to the depot for narcotics and command school. The building features are rectangular in shape and constructed of concrete block. The building has concrete floors, a single-story heating room addition on its west façade, and a low-pitched gable roof. The brick chimney from the heating plant towers above the roofline.

Alterations to the former post restaurant/mess hall include the removal of original windows or doorways and replacement with non-compatible variations or the in-filling of window openings with concrete block or other material. The interior and exterior of the building little resembles the original building and has been modernized and converted for use by the Baltimore City Police Department with kennels extending from the eastern façade.

The oil house (Building 43 [831]) was constructed between 1940 to 1941 using design plans from the Truscon Steel Company of Youngstown, Ohio. The oil house is located in the eastern portion of the Depot grounds between the locomotive shed and the dock area along Curtis Creek. A second, similarly designed oil house (1026) was erected adjacent to the northern façade of the 1918 Warehouse 1021. This second oil house superstructure was removed with only its concrete foundation left as an indication of its former presence. Today, the remaining small shed is used as an oil storage area. The oil house is constructed of galvanized steel panels attached to a steel frame and truss system. The building rests upon a poured concrete pad. The exterior of the building features decoratively designed, recessed, metal panels, a pair of 9-light, fixed, metal sash windows on the northern and southern facades, and a pair of 4-light, metal doors with louvered panels for ventilation. The roof is a gabled roof topped with a geometric-shaped metal vent. The exterior of the building has been heavily dented and has undergone several patching jobs to replace damaged or altered sections of the metal siding. Additionally, the windows of the building have been painted over with aluminum paint.

The Fuel Tank Shed, Building 37 (824), was constructed in 1940 and designed for use as a fuel tank storage shed. The shed is located between locomotive/maintenance building and the battery changing station at the northeastern portion of the DNSC grounds. Today, the building continues in its designed role. The single-story, rectangular shed measures approximately 16 feet by 24 feet and is a wood framed, gable roof building, with corrugated asbestos siding. The shed covers a rectangular-shaped concrete wall area used for placement of an underground fuel tank. A small, concrete block, shed-roofed valve house is connected to the exterior of the building. A metal security door with a 4-light, industrial wire glass window is used as a single entry point on the eastern façade. A large metal ventilator is visible projecting from the building's roofline.

Much like the magazine area, the maintenance and transportation area's railroad grades, lines, spurs, and siding have been removed or abandoned and permitted to decay. The loss of the railroad spurs from the grounds surrounding the maintenance and transportation area is considered a significant loss of essential, associative, physical features that are key to the conveyance of the area's significance. Additionally, over the years since the area was first built, numerous railroad and maintenance related structures and buildings have been lost and include

water cranes, lumber sheds, coal chute and hoppers, water tanks, and sand drying house. The loss of these buildings and structures, as well as that of depot's railroad grades and siding, have altered the historic integrity associative of the area's design, setting, feeling and historic association.

The Dock Area

The dock area extends along the eastern length of the depot grounds along Curtis Creek. Primary Buildings and features found within the dock area include Warehouses 1 and 2 (1021 and 1022), Warehouses 44 and 45 (1001 and 1003), and the dock. Small secondary sheds are scattered about the area between the two pairs of warehouses. An open storage area has developed on the open ground west of Warehouses 44 and 45 that was once used as the depot rail yard. Currently the 97th Army Reserve Command's (ARCOM) Area Marine Support Activity (AMSA) #83 uses the area to store large equipment and materials needed to repair the Army's marine craft.

Warehouses 1 and 2 are the largest warehouses on the depot grounds and are located at the extreme eastern portion of the depot grounds near Curtis Creek. The two warehouses were used as depot supply and ordnance packaging areas following their construction in 1918. In recent years, the National Security Agency (NSA) rented the Warehouse 2 space for document storage. Today, however, the buildings are vacant and unused. The warehouses have a rectangular floor plan and measure 60 x 221 feet. Both warehouses are similarly designed and constructed. Each warehouse is constructed of interlocking, hollow, terra cotta tile. The eastern and western gable ends are finished entirely with brick in a wide, corbie step gable. Wide, concrete loading docks surround both and are separated by a deep railroad car loading area situated between the two warehouses.

Warehouses 1 and 2 have been substantially altered from their original appearance. Both warehouses have undergone extensive alterations that include the complete removal and concrete block in-fill of all original window and door openings and original roofing materials. It is also important to note that original railroad lines and siding have been severed or removed entirely and replaced by roadways that have also been abandoned. Additionally, the loading platforms of the warehouses have been altered, as seen in the case of Warehouse 1 where an important bag loading plant and equipment was removed from the warehouse.

Warehouses 44 and 45 are located alongside the Curtis Creek dock area and were constructed in 1941 with Warehouse 44 being the northernmost warehouse. Both buildings are currently being used by the 97th ARCOM's AMSA #83. The group uses the buildings as storage and workshops to repair the U.S. Army tugboats and landing craft moored nearby. The group as a whole is responsible for providing transportation support to the ARCOM. During World War II, the buildings were used to store ammunition prior to shipment. Following the Korean War, Warehouse 45 was used as a small arms popping house during the period when the depot mission included the demolition of outdated World War II and Korean War era munitions.

The warehouses have a rectangular floor design and feature a concrete slab floor, concrete block walls, a steel superstructure, and gable roof. The building measures 45 x 200 feet and employs 12 concrete block pilasters along its length and two in the central portions of the building's gable

ends. Also present are rectangular, 24-light, fixed sash windows. The roof is covered with corrugated metal while three roof top ventilators pierce the roofline of each warehouse. To provide heat to the two warehouses, a small concrete block addition containing a furnace was added to the north end of Warehouse 45. The addition was sympathetic in scale and shape to the original building.

Warehouses 44 and 45 represent a common form of military related, World War II-era, industrial architecture used on similar military installations and depots across the country. Since completion of the warehouses, each has undergone alterations to original fenestration, interiors, roofing, and exterior with the installation of materials non-sympathetic to the buildings original design and craftsmanship.

Warehouses 44 and 45 are built above a 1,955-foot long permanent dock. The dock was built in 1941 to replace a previous set of temporary and permanent docks originally built between 1917 to 1918. During construction of the new dock and the dockside warehouses, all remnants of the old dock were removed. The new dock required re-grading and substantial fill material to be used to raise the grade and extend the amount of usable land before the dock and warehouse construction could begin (Exhibit C). The 1941 dock little resembles its predecessor, as fill material, supported by steel sheet piling and wood pilings, is securely stabilized by a thick concrete bulkhead extending the length of the dock's edge. This construction was able to accommodate two railroad spur lines and support the weight of multiple railroad boxcars and accompanying locomotive. Although currently on lease to the ARCOM's AMSA #83, the dock is showing signs of deterioration with large sink-holes appearing along the length of the paved surface. The dock is common, standard Quartermaster Corps construction and design. Multitudes of similar docks were constructed across the country during this period of emergency mobilization and many are still in service.

Building 59 (1035), the pump house, is located west of the 1918 Warehouses 1021 and 1022 in the southeastern portion of the Depot grounds. The building was originally used as a pump house. Built in the early 1940s, the building has been abandoned as a pump house and is now used as a storage area. The former pump house is constructed of reinforced concrete walls and roof and features poured concrete floors. The north façade features metal sash, multi-light cantilever windows, and two large hinged metal doors. The windows and doorway openings for the southern façade have been filled in with brick tiles. The east/west facades do not contain window or door openings.

Bomb Proof Building 39A (1034) is located at the southeastern corner of the Depot grounds between the black powder incinerator and the 1918 Warehouse 1022. It is believed the building may have been used as either an explosion shelter for employees or as a "bomb proof" storage building. In any case, the simply designed building was erected in the early 1940s prior to America's entry into World War II. The building is approximately 10 feet square made of reinforced concrete with no windows. Entry into the building is from a simple steel door located on the eastern façade of the structure. Ventilation is provided from a linear series of ventilation pipes that perforate the top of the building walls. The building's roof line is flat and constructed of a reinforced concrete slab. Today, the building is abandoned and empty with no apparent use to the current mission of the Depot.

Building 1018 is located at the extreme southern portion of the Depot grounds near Curtis Creek. The building lies adjacent and west of Warehouse1 (1021). The building was constructed for use as an open air storage shed for large equipment. Although no precise date could be found for the construction it has been concluded, through assistance from Curtis Bay staff, that the shed was constructed in the mid-1990s during the post Cold War era. Today, the building continues to be used as an outdoor storage shed.

The one-story, open air shed faces south and is rectangular in shape. The floor of the shed is gravel. The framework of the shed is metal with corrugated metal siding applied vertically to the north, east, and western facades. The roof is of metal construction with a low-pitched, gable design. There are now windows or electrical fixtures present on the building.

Due to the recent construction date, Building 1018 does not meet the minimum 50-year age requirement for consideration to the National Register of Historic Places. Additionally, Building 1018 is ineligible for Cold War consideration as it was completed after the end of the Cold War period. The building does not exhibit historical significance or represent an exceptional example of architectural styling or construction method. The shed represents a standard Army Corps of Engineers, Post Cold War military design commonly found at other military installations across the United States and is, therefore, **not eligible** for the National Register of Historic Places. Building 1018 is the sole non-contributing resource for Curtis Bay DNSC.

Natural Resources Associated with the Depot Setting

Developed from farmland and tidal wetlands, the Defense National Stockpile Center-Curtis Bay (DNSC-Curtis Bay) depot history is tied to the topography of the designed landscape created when the depot was first built. The topography and natural landscape dictated the construction of the depot. Open lands, relatively flat, opened themselves to the positioning of long rows of equally spaced magazines. The location of adjacent mainline rail lines and a navigable waterway dictated the development of rail and port facilities. While activity has lessened and the depot mission has changed, the association of the historic function and landscape can still be seen today, even though buildings and areas once well maintained, have deteriorated and become over grown. (Cash 1998:5).

Natural vegetative communities and habitats exist within and adjacent to the fenced perimeter of the depot. The depot, however, primarily features mowed lawns and gravel roads. The topography of the acreage contained within the depot grounds have been heavily modified both before and after the depot was plowed and re-graded between 1935 and 1938 to enable the depot maintenance crews to mow the open spaces between the magazines and warehouses. There are two wetlands located on the site. A small wetland area is located on the eastside of the site and the other wetland area (substantially larger) is located on the southern portion of the site. Both of these natural resources are considered to be significant resources. According to DoD Instruction 4715.3 (p. 3-3), significant resources are: "Resources identified as having special importance, or as having, or likely to have more influence on a particular aspect of the environment than other components." The U.S. Fish and Wildlife Service is going to conduct a wetland survey of the

significant wetlands at Curtis Bay; they will be funded by the DLA to do this. The wetland survey was scheduled in the fall of 1998 and released shortly the following year (Cash 1998:5).

Approximately 10 acres in size, woodlands surround and extend the length of the above-mentioned wetlands and an unnamed creek on the site. Outside the perimeter fencing is Curtis Creek, Furnace Creek, and Back Creek. Curtis Creek borders DNSC-Curtis Bay to the east, Back Creek to the south, and Furnace Creek borders the site to the south-southwest. These resources are not considered to significant, but do add to the habitat diversity at the site. The three creeks bordering the depot grounds branch from the Curtis Bay water system (Cash 1998:6).

The unnamed creek within the perimeter of the site is located on the south portion of the depot, and extends for approximately 400 feet. There is a tidal wetland south of this creek. Though this creek receives its water (flowing north) from the tidal wetland, this creek's water (and the wetland) is not influenced by tides in the "traditional sense," but is best described as being a "lentic" (standing water) habitat (Cash 1998:10).

Waterways of this creek have down woody material and woodlands along both banks. Because of the woodlands and the adjoining wetland, this creek is very diverse in habitats and also serves as a year round water source for animals on the site. During the site visit, mallards and quails were observed in the creek. Further biological inventorying is not necessary because the creek's ability to function as a naturally occurring ecosystem has not been adversely affected by the activities of the site.

There are two wetlands located within the perimeter fencing of the DNSC-Curtis Bay depot. There is a non-tidal wetland located on the east portion of the depot grounds, and a tidal wetland area on the southern portion of the depot. The small wetland area is located on the east side of the depot, approximately 400 feet from the Dock Area, currently under lease to the U.S. Army Reserve. This wetland is approximately 50 feet long and 60 feet wide. The only vegetation surrounding the wetland area is mowed lawn. The wetland also consists mostly of the cattail species. Field investigation revealed that a blocked culvert is credited with creating the wetland. A formal biological inventory is to be conducted through an interagency agreement between the U.S. Fish and Wildlife Service and DLA (Cash 1998: 10-11).

A tidal wetland is located on the southern portion of DNSC-Curtis Bay. The wetland is approximately 100 feet long and averages 125 feet in width. The wetland is connected to Back Creek via a culvert located under the site's perimeter roadway. Because of this, the wetland's water level fluctuates with that of the creek. The largest section of the wetland is closer to the culvert and as the wetland extends north, its length and size recedes, until eventually, the habitat characteristic changes (especially the type of plant species) from a wetland to the unnamed creek previously mentioned. This is likely due to the amount of water each area has on a consistent basis (Cash 1998:11).

Woodlands surround the entire wetland area. This wetland also mostly consists of cattail species. Woodlands in close proximity to Furnace Creek, and the adjoining unnamed creek, and this wetland provide numerous, diverse habitats. As with the previous wetland, a formal

biological inventory is to be conducted for this tidal wetland through an interagency agreement between the U.S. Fish and Wildlife Service and DLA (Cash 1998:11).

There are individual areas of undisturbed woodlands that total approximately 10 acres on the depot grounds. Some of the woodland areas have enveloped several of the World War II era earthen barricades.

There are no current or planned actions that would remove any of the undeveloped natural resources. However, GSA was not contacted to assess the agency's future intention for the undeveloped property. Because there is no commodity production from the depot, neither a plant species inventory nor woodland inventory is needed. For further information about the depot's natural resources please contact the U.S. Fish and Wildlife Service.

8. Significance

Survey No. AA-2198

Summary of Significance

The U.S. Army Curtis Bay Ordnance Depot was established in 1917, and performed a variety of functions until it was transferred to the General Services Administration in 1958 for use as a strategic materials stockpile site. The most significant period of operation was from 1939 to 1945, encompassing the Second World War in Europe, preceding and continuing through the United States' active involvement in that conflict. Hampered by the poor conditions of its facilities, most of which were constructed in 1917 to 1918, the depot nevertheless served briefly as a point of shipment for munitions to Britain under the provisions of the Neutrality Act of 1939. During America's involvement in the Second World War, the depot's major functions were the shipment of small caliber munitions and the manufacture of small arms cartridges. Throughout its 41-year history, the Curtis Bay Ordnance Depot has undergone significant changes of purpose, and the facility has responded to those changes by adapting or removing structures to meet current needs. At present, the majority of standing structures remaining on the former depot property has either deteriorated beyond repair, or have been extensively modified architecturally. In addition, approximately 359 of the depot's original 826 acres have been sold since 1958, with all former depot structures removed. The Curtis Bay Ordnance Depot was but one of a system of approximately 40 arsenals and ordnance depots located throughout the country (1955 "Draft of Depot Missions", NARA Record Group 156). The Architecture of its ordnance storage structures and administration, transportation, and maintenance buildings was consistent with the U.S. Quartermaster General Standardized Plans for military structures. As far as can be ascertained from the historical records, no persons or events considered significant on a local, state, or federal scale are associated with the former Curtis Bay Ordnance Depot. Finally, the fragmentation of the Depot property and the poor condition of the remaining structures seriously compromise the Curtis Bay Ordnance Facility's eligibility as a National Register property.

Resource History and Historic Context

The Curtis Bay Ordnance depot was established in 1917 as a direct consequence of the entry of the United States into World War I. The depot property was purchased from private citizens for the purpose of establishing a permanent Regular Army ordnance depot. Subsequently, docks, railroad facilities, and magazine installations were constructed for use over a period of years. The necessity of getting the facility operational required the expedient construction of a number of temporary structures, particularly barracks and administrative buildings. The construction of these temporary structures began in October 1917, but before completion of the facility World War I ended the following year. Consequently, no ordnance shipments related to the World War I conflict had been made, and stop orders were issued on most of the incomplete construction. (Record Group 156 n/d:1)

In 1920, the Curtis Bay Ordnance Depot went into full operations, receiving and storing munitions. For the period from 1920 to 1922, Curtis Bay was possibly one of the most active ordnance depots in the United States, with approximately six hundred civilian employees in

addition to the infantry troops assigned to oversee the security of the facility (Record Group 156 n/d:2).

Following this initial period of operation, activities at the Curtis Bay Ordnance Depot dropped off sharply for the period from 1922 to 1939. The number of civilian employees declined to approximately 40 and with the onset of the Depression in the 1930s, many structures fell into disuse and disrepair, and were subsequently removed. One cause of the decreased activity at the depot was a fire in smokeless powder magazine J-408 on August 8, 1928. At the time of the evening fire, the magazine contents consisted of approximately 630,000 pounds of 9.2 howitzer powder. Although the fire was extinguished, the incident resulted in increased concerns by the citizens of Baltimore (particularly the business interests located in the adjacent areas of Curtis Bay) regarding the proximity of a stockpile of high explosives to the Baltimore city limits. Consequently, all 155mm High Explosive shells, as well as the 52nd Ordnance Company, were removed to the Savanna Ordnance Depot in Illinois, and the Joint Army-Navy Munitions Board set limits on the kind, type, and amount of munitions to be stored at Curtis Bay (Record Group 156 n/d:3).

Beginning in 1939, a number of Works Progress Administration (WPA) projects began to be undertaken at the depot, which involved the construction and removal of buildings and various other support-related utilities such as roads, walkways, and fences. The result of this was an overall improvement in the efficiency of the facility. Also in 1939, the Lend-Lease provisions of the Neutrality Act of 1939 brought orders for substantial amounts of munitions the Britain. Although initial shipments were hampered by the depot's state of disrepair (particularly of the rail facilities), these activities continued until the entry of the United States into the war in 1941. The construction at this time of the Hawkin's Point Ammunition Pier, situated approximately five miles distance from the Depot, on the Chesapeake Bay (at the request of the local citizenry, again for safety reasons), foretold the future function of Curtis Bay as a transshipment, rather than storage, depot (Record Group 156 n/d:7,10,16-17).

During fiscal year 1940 to 1941, the Ordnance Department authorized funds to replace many of the remaining temporary structures constructed for the World War I effort with permanent buildings. It was at this time that the administration building, new gatehouse, firehouse (incorporating the telephone exchange and dispensary), and storehouse were constructed in the administrative/residential area of the depot's extreme northwest sector of the facility.

With the entry of the United States into World War II following the Japanese attack on Pearl Harbor in December 1941, many functions and activities at the Curtis Bay depot changed, with shipments of munitions for American bases in the Atlantic and the Caribbean in constant preparation. The number of civilian employees rose to an estimated 450 for this initial period of the war. The bag loading plant, which had been established in 1938 in Warehouse 2, which had gone to a 24-hour a day operation in September 1940, was shut down in May 1942. The Ordnance Department took this action as it felt that the Curtis Bay Depot operations were too small to compete with the larger plants becoming operational around the country at this time. However, in July 1942, a small arms packing plant was established at the depot for the manufacture of .30 and .50 caliber cartridges, and 1,800 civilian workers were authorized to carry out this activity on a 24-hour, 3 shift basis. This became perhaps the most significant

function of the Curtis Bay facility during the Second World War. The *History of the Curtis Bay Ordnance Depot, Curtis Bay, Maryland*, prepared in 1942, notes that 70 percent of the civilian workers in the packing plant were to be women. It further states, "No labor shortage was found in this respect as the average wage, including overtime, for a female munitions handler was approximately \$30.00 a week. This...was greater than any wage this class of labor had received and with this scale of pay the Depot had the large colored female population of Baltimore to draw from" (Record Group 156 n/d:13-16).

In September 1942, the Depot was turned over to the U.S. Army Corps of Engineers and placed under the direction of a Post Engineer. In December 1942, the Curtis Bay Depot's primary mission was changed from that of an issuance, receipt, and storage depot to : a) a small arms packing plant, b) a transshipment depot, and c) a personnel training facility. Warehouses and magazines were ordered to be cleared of stockpiles in anticipation of this change of function (Record Group 156 n/d:17).

In 1947, Curtis Bay Ordnance Depot was redesignated Curtis Bay Sub-Depot of Letterkenny Ordnance Depot (Chambersburg, Pennsylvania). The last major function undertaken as an Ordnance Department depot at the depot was the disarming of munitions returning from the Korean Conflict in the early 1950s. As of April 1953, the missions of the Curtis Bay Sub-Depot were: inspection and storage of small arms ammunition; demilitarization of surplus small arms ammunition; storage of general supplies; receipt, storage, and shipment of mixed metals (fired artillery shells, etc.); and storage of strategic and critical materials for the General Services Administration. By the mid-1950s, activities relating to ordnance disposal had declined, and in 1957, the Curtis Bay Depot was transferred to the General Services Administration.

In 1958, the depot was divided between the U.S. Army Reserve and the Defense National Stockpile Program. The Defense National Stockpile Program had its evolution from the Strategic and Critical Materials Stockpiling Act of 1946, which ordered the stockpiling of materials critical to the nation's defense. The division of property initially called for 10.26 acres to be reassigned to the Department of the Army for use by the U.S. Army Reserve as the 1SG Adam S. Brandt Memorial U.S. Army Reserve Center. An additional 26.81 acres of GSA controlled property was reassigned for this use in 1966. In the early 1970s approximately 10 acres on the Army Reserve property was conveyed to the State of Maryland as right-of-way for Interstate Highway 695. At present the U.S. Army Reserve Center maintains approximately 27.7 acres. Since 1973, Anne Arundel County has acquired approximately 359 acres of the GSA controlled property. In turn the Anne Arundel County subsequently sold a significant amount of this acreage to developers who have converted what one contained rows of magazines into what is today the Baymeadow Industrial Park complex. In addition, the County has constructed a County correctional facility and has plans to construct a sports center park with playing fields. The GSA owns the largest portion of the lands once belonging to the former Curtis Bay Ordnance Depot. In the 1980s, the management of the Defense National Stockpile Program was passed from the GSA to the Defense Logistics Agency and at that time the Curtis Bay Depot became a Defense Stockpile Center. The Curtis Bay Defense Stockpile Center property is used for the storage of bulk materials deemed critical for national defense.

Modifications to Depot

The Curtis Bay Ordnance Depot was established in 1917 in response to the entry of the United States into World War I. Early construction projects were either permanent structures, typically mortar buildings intended to be utilized over a period of years exceeding immediate needs, or temporary buildings, such as barracks and mess halls, constructed of wood framing for limited period of usefulness. The History of the Curtis Bay Ordnance Depot states, "Speed and more speed was essential and it is for this reason that much of the so-called and intended permanent construction had to be temporary, resulting in limited and short lived usefulness." In the period between the First and Second World Wars, there were numerous changes to the property, particularly relating to the disposal of temporary structures and other excess properties. Among the earliest included the 1921 salvage and removal of twenty-four buildings, including the barracks, mess halls, and lavatories. In August 1931, twenty-six additional buildings were disposed of by sale and included numerous barracks and tenant houses, the railroad sand drying house, railroad coal chute and hopper, water tank, water crane, canteen, heating plant, mess hall, and plumbing shop. In addition several tenant houses and associated farm outbuildings were sold (it is presumed that the farm buildings were acquired with the original property purchases in 1917). A two-story, wood frame farm house located near the main gate was disposed of by sale in 1921, for \$15.00. According to the 1942 depot history, from 1938 to 1940 "practically all temporary buildings" dating from World War I and the post war years had been removed from the depot roster. The World War I era administration building, gatehouse and fires station, all rectangular wood frame structures, were soon demolished in 1941 upon completion of new reinforced concrete, Art Moderne designed buildings (Record Group 156 n/d: Appendix A, 1-2).

In addition to the demolition and upgrading of World War I buildings, depot grounds and transportation related facilities were also modified. According to the depot history, "from 1935 to 1938 the entire magazine area was plowed, harrowed and rolled with a view to leveling the ground and making the area accessible to mowing, which had up to this time been too rough for this type of cleaning." Although successfully completed problems developed. The report states that "by turning under the heavy protecting sod and softening the ground a serious erosive condition was started which only was overcome or corrected after extensive grading and re-sodding the washed-out areas" (Record Group 156 n/d:6).

Present Condition of Depot Property and NRHP Eligibility

Most of the acreage for the Curtis Bay Ordnance Depot was acquired from 1917 to 1918. A total of 798.088 acres was acquired at that time, and in 1942, 27.9 additional acres were acquired, bringing the total to approximately 826 acres. Since GSA took over operations of the former ordnance facility in 1958, significant amounts of acreage have been declared excess from the Depot, bringing the present U.S. Government acreage to approximately 467 acres. The U.S. Army Reserve now occupies 27.7 acres of the original property. This property, detailed in a report submitted in 1999 by the U.S. Army Reserve, contains only two World War II era buildings associated with the former Army Ordnance Depot. All other period buildings on the U.S. Army Reserve property have been razed or had already been removed prior to acquisition in 1958. Since 1973, Anne Arundel County has acquired approximately 359 acres of Depot property. Anne Arundel subsequently sold a significant amount of this acreage once containing

a large number of the depot's magazines. Today, this area comprises the Baymeadow Industrial Park, county correction facility, and the future site of an outdoor sports complex. All buildings and structures associated with the Depot have been removed from this acreage.

The Curtis Bay Depot property does not retain enough well preserved properties from the periods of significance, relative to the essential mission of the depot, to clearly justify the depot's nomination for inclusion to the National Register of Historic Places (NRHP) for either individual or historic district significance. This finding is based upon the depot's loss of multiple aspects of integrity that include design, setting, materials, workmanship, feeling, and association.

Properties nationally identified as essential for retention, and relied upon for effective and complete ordnance depot assessment include a period administrative building, maintenance/repair shops, high explosive magazines, inert warehouses, ammunition magazines, loading platforms, pier, rail line, and roadways. Secondary properties, identified as support related and having a lesser degree of significance, include fire stations, gatehouses, residential housing, personnel support, and water, sewage, and electrical infrastructure (Context Study of the United States Quartermaster General Standardized Plans, 1866-1942). Following the closure of ordnance storage activities in 1958, substantial mission related properties such as the rail system, original roadways, and large numbers of warehouses, loading platforms, and black powder and high explosive magazines have been lost. A large percentage of the original depot grounds, containing numerous magazines, rail lines, and other primary/secondary buildings, were sold to other government agencies and developers that subsequently razed the former depot buildings/structures and encroached upon the integrity of the remaining depot property. The loss of essential properties and alterations to the fabric of the designed landscape has degraded the remaining property's integrity of location, design, setting, and feeling.

The buildings and structures, both essential and secondary to the depot mission, that has been retained on both the Defense Logistics Agency and Army Reserve maintained lands are at present in a state of ruin and deterioration, and have had interiors and exteriors substantially altered or modified. The incorporation of considerable amounts of new materials, substantial alterations to individual buildings across the depot, and lack of retention of basic design features critical to conveying its overall historic function and appearance has resulted in the depot's loss of integrity of design, setting, materials, workmanship, feeling, and association. Additionally, little remains that relates to the history of the depot's labor history. Although some of the buildings may still exist, what remains bares little resemblance to the period when workers manned the facility equipment and worked on the packaging lines. All of the equipment used in the processing and packaging of ammunition has been removed and little, except period written accounts, exists regarding the contribution of black female workers at the facility.

Landscape features such as earthen railroad and magazine barricades, roadways, magazine spacing, and railroad yard and siding are not eligible on their own merits for nomination to the National Register, but are essential to interpreting the mission of the DNSC. The former railroad yard and grades are ineligible for nomination to the National Register as the steel rails have been removed and the ballast scattered over a wide area of the DNSC. The removal of the railroad yard and siding has impacted the historic integrity of the DNSC and negated the DNSC from potential nomination to the National Register of Historic places. The roadways currently used at the DNSC are also not eligible due to alteration of the historic design for traffic flow, material

use, and association with setting of surrounding buildings. Many of the current roadways have been transformed from former railroad grades removed in recent years and are not reflective of original traffic patterns. The loss of several of the magazines from collapse and demolition has resulted in a disruption of the visual pattern of spacing that typified all ordnance depot areas. While all ordnance depot plans were similar in their use of large open areas, the disruption of the designed landscape at Curtis Bay, particularly the magazine area, has degraded the DNSC's visual impact, educational potential, and subsequently compromised its design integrity. The five earthen magazine barricades and four earthen railroad barricades are not eligible due to their common, standard design and lack of integrity due to collapse of wooden cribbing and deteriorated condition. It also appears that some of the barricades, principally those positioned around magazines, may have been razed during the Cold War period.

The Curtis Bay Depot is not an exceptional or rare example of World War I or World War II ordnance depot design. Both the U.S. Army and Navy maintained ordnance depots across the country during both periods. The Quartermaster Corps planned and built the majority of these facilities using standardized plans, and during World War II mobilization coordinated the construction of approximately 60 ordnance plants, 9 ordnance depots, and 26 various training facilities. On average ordnance installation buildings of World War I and II vintage were constructed in similar fashion as those seen at Curtis Bay. Intact ordnance depots contain information about the relationship between site patterning and historic function. Any substantial loss of essential features or integrity, like that seen in the collapse and removal of original magazines at Curtis Bay, destroys this relationship. The result seen at Curtis Bay is a collection of World War I and II era magazines whose loss of integrity has left them devoid of their essential design features and incapable of clearly conveying their historic use and the historic mission of the depot.

Concerns regarding the integrity and significance of the Art Moderne style gatehouse, fire station, and former administrative building (located on Army Reserve property) as possible examples of unique architectural styles is not warranted. Research of the contextual history of the Quartermaster Corps construction program, Standardized Plans Historic Context: Quartermaster Corps, 1866 to 1941, has uncovered information that the Art Deco/Art Moderne architectural style was used extensively in Quartermaster Corps construction projects from 1920 to 1950. A wide variety of military buildings during this time period employ the Art Moderne style. Examples of this style have been documented on other military facilities, including DLA maintained depot at Columbus, Ohio, where it was employed in the design of such support structures as gatehouses, garages, storage warehouses, and recreation related buildings. It is therefore concluded that the Curtis Bay Depot firehouse, gatehouse, and administrative building are examples of this common period of styling and, due to alteration and abandonment of the buildings, the three have lost their historic integrity and are no longer representative examples of this style of military architecture.

In conclusion, the loss of large numbers of essential historic properties and the loss of integrity of those remaining on both DLA and Army Reserve properties, individually and as a whole, eliminates Curtis Bay from contention as a viable candidate for nomination the NRHP as either an individual or multiple historic resource.

9. Major Bibliographic ReferencesSurvey No. AA-2198

Cash, Cassius. *Natural Resources Assessment for Defense Logistics Agency/Defense National Stockpile Center, Curtis Bay, Maryland, July 1998*. Defense Logistics Agency, Fort Belvoir, Virginia.

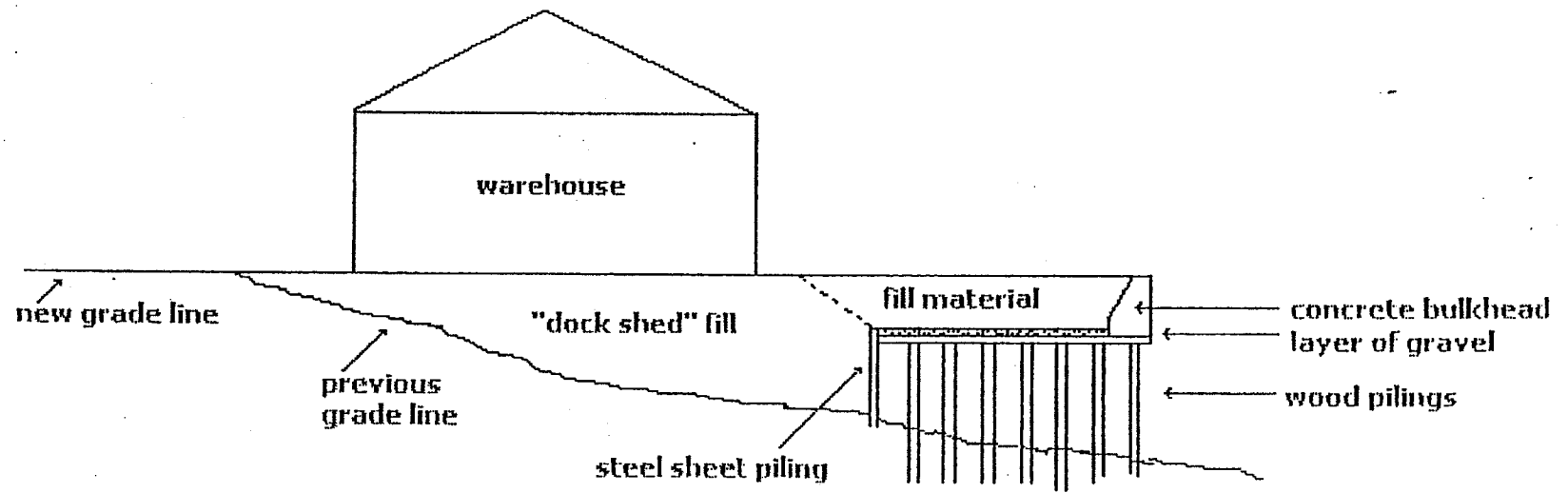
Context Study of the United States Quartermaster General Standardized Plans, 1866-1942. US Army Corps of Engineers, Seattle District, n/d.

Horne, Anthony. *National Register Nomination for Administration Building Curtis Bay Ordnance Depot*. NEPA Specialist. Prepared for Bregman and Company, US Army Reserve Center, 1998.

Record Group 156: Records of the Office of Chief of Ordnance: Records of the Curtis Bay Storage Activity. National Archives and Records Administration, Mid-Atlantic Region, Philadelphia, n/d.



EXHIBIT A
Curtis Bay Ordnance
Anne Arundel County
Curtis Bay, MD quad



CROSS SECTION SKETCH OF 1941 DOCK AT CURTIS BAY

EXHIBIT C

AA-2198

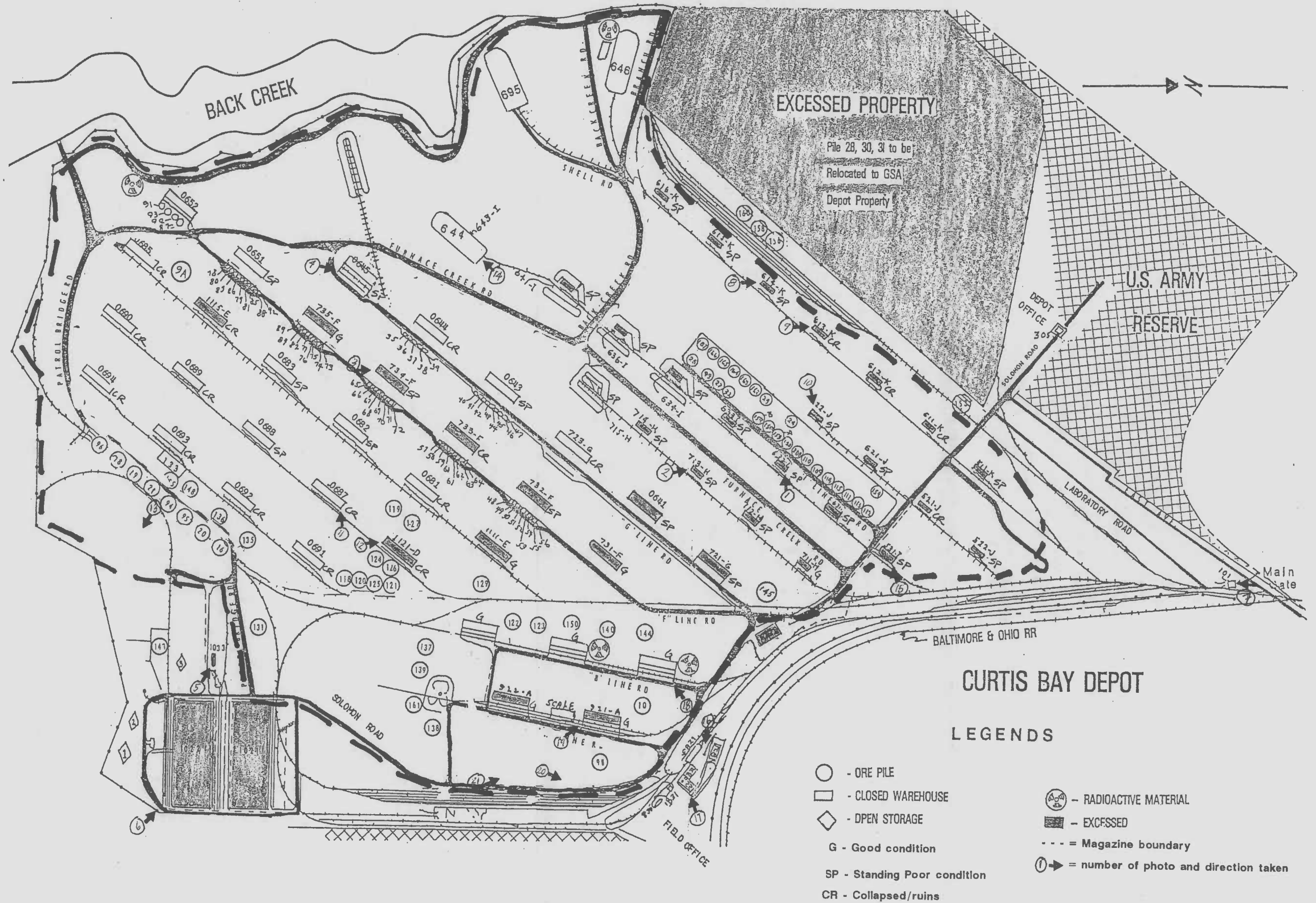


EXHIBIT D

Photograph Location Key

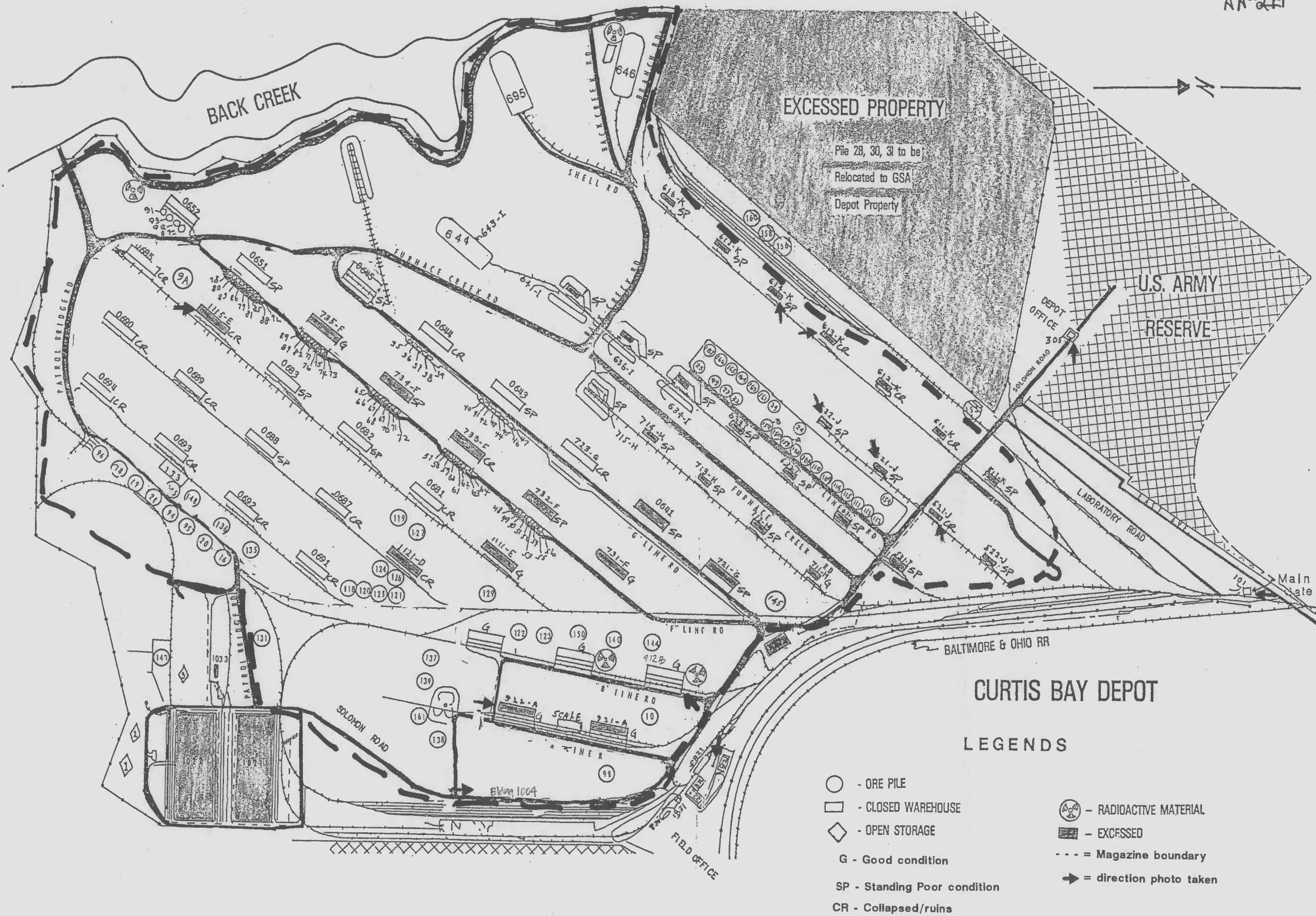


EXHIBIT E Slide Photograph Location Key

APPENDIX 1

**Legal Description of
Curtis Bay Ordnance Facility**

From *History of the Curtis Bay Ordnance Depot, Curtis Bay, Maryland*
(Record Group 156: National Archives and Records Administration, Philadelphia)

APPENDIX #1

METHODS OF ACQUISITION AND EXACT BOUNDARIES
OF THE CURTIS BAY ORDNANCE DEPOT

On October 20, 1917, a Board of Appraisal consisting of

Charles E. Falconer, Chairman
Francis M. Jencks
Jacob Epstein

all of Baltimore, Maryland, was instructed to confer with Mr. Tunstall Smith, Executive Secretary of the Municipal Factory Site Commission of Baltimore, Maryland, in the matter of acquiring by purchase, or otherwise, sufficient territory along the North Shores of Curtis and Furnace Creeks, for the construction and establishment of the Curtis Bay Ordnance Depot. Mr. Smith was under contract with the Government to act as its agent.

At the request of the Ordnance Department, the Title Guarantee & Trust Company was employed to examine and convey the titles for the Government and the firm of S. J. Martinet & Company were engaged to survey and map the several parcels of land constituting the Depot.

Pending the settlement of the purchase of the property, the Construction Division received permission, through the Ordnance Department, to proceed with construction of operations and by the end of October 1917 the contractors, Smith, Hauser, and MacIasaac, Inc., were prepared to begin the erection of temporary buildings.

The site of the Depot comprises 798.088 acres, more or less, and was acquired during the months of January and February 1918 at an average cost of \$657.78 per acre or at a total cost of \$524,971.30. The manner in which the property was conveyed to the Government is as follows:

Anderson, Chas. H. and wife, deed dated January 16, 1918 conveying 227.711 acres for the sum of \$113,855.50. Recorded in Liber G. W. No. 147, folio 203, of the land records of Anne Arundel County.

Chisolm, William G., deed dated January 4, 1918 conveying 57.826 acres for the sum of \$36,141.25. Recorded in Liber G. W. No. 147, folio 210 of the same records.

Geis, John H. and wife, deed dated January 12, 1918 conveying 107.837 acres for the sum of \$72,398.20. Recorded in Liber G. W. No. 147, folio 213 of the same records.

Hammond, Herbert and wife, deed dated January 12, 1918 conveying 72.723 acres, subject to the leaving open through the northernmost part of the above described land a County road thirty (30) feet wide, as the same is now used and enjoyed, for the sum of \$36,361.50. Recorded in Liber G. W. No. 137, folio 127 of the same records.

Hammond, John T. Jr., and wife, deed dated January 10, 1918 conveying 63.987 acres, subject to the leaving open through the northernmost part of the above described land the County road thirty (30) feet wide, as the same is now used and enjoyed, for the sum of \$31,993.50. Recorded in Liber G. W. No. 139, folio 129 of same records.

Hammond John T. Jr., and wife, Herbert Hammond and wife, William S. Hammond and wife, Clarence H. Hammond, and Richard T. Hammond, deed dated February 13, 1918 conveying all their right, title, interest and estate in and to the bed of the thirty (3) foot road, which runs across the lands conveyed by deeds Nos. 4 and 5 supra. The parties to this deed are the only persons entitled to the use of said road, the same having been laid out by a mutual agreement between the said parties, for their mutual accommodation – by reason of their respective parcels of land being all adjoining. Consideration \$1.00. Recorded in Liber G. W. No. 139, folio 130 of same records.

Mardel Development Company, deed dated February 8, 1918 conveying an easement for sewer pipe line, for the sum of \$5.00. Recorded in Liber G. W. No. 147, folio 218 of same records.

Norris, John B. and wife, deed dated January 12, 1918 conveying 55.732 acres for the sum of \$27,862.00. Recorded in Liber G. W. No. 147, folio 211 of same records.

South Baltimore Harbor and Improvement Company of Anne Arundel County, deed dated January 4, 1918 conveying 12.215 acres, together with the use of the roads described in the agreement between John T. Hammond and other dated October 31, 1902, recorded in Liber G. W. No. 27, folio 308 for the sum of \$20,154.75. Recorded in Liber G. W. No. 147, folio 207 of same records.

South Baltimore Harbor and Improvement Company of Anne Arundel County, William B. W. Mann, and The Mardel Development Company, deed dated January 30, 1918 conveying all their right, title, interest and estate, in and to the beds of the two thirty (30) foot roads. These roads were exceptions in deed No. 8 supra. Consideration \$1.00. Recorded in Liber G. W. No. 147, folio 217 of same records.

Stoll, George and wife, deed dated January 14, 1918 conveying 0.710 acres for the sum of \$568.00. Recorded in Liber G. W. No. 147, folio 205 of same records.

Stoll, John E. and wife, deed dated January 14, 1918 conveying 8.392 acres for the sum of \$6713.60.

APPENDIX 2

Description of Metes and Bounds Of Curtis Bay Depot

From *History of the Curtis Bay Ordnance Depot, Curtis Bay, Maryland*
(Record Group 156: National Archives and Records Administration, Philadelphia)

DESCRIPTION OF THE METES AND BOUNDS OF THE DEPOT

Beginning at a point, said point being an iron pin in a buried concrete monument set in the intersection of the center line of the County Road with the westerly right-of-way line of the Marley Neck Branch of the Baltimore and Ohio Railroad, said point also bearing North twenty-three degrees forty six minutes zero seconds West ($N 23^{\circ} 46' 00'' W$), and distant sixty feet (60.0') from a concrete monument in the westerly line of the Baltimore and Ohio Railroad Company's right-of-way; thence:

In a southeasterly direction along the said westerly right-of-way line, the following courses and distances:

1. South twenty-three degrees forty-six minutes zero seconds East ($S 23^{\circ} 46' 00'' E$), a distance of two hundred and ninety-eight feet (298.0') to a point, said point bearing north sixty-six degrees fourteen minutes zero seconds East ($N 66^{\circ} 14' 00'' E$) and distant five feet (5.0') from a concrete monument;
2. South sixty-six degrees fourteen minutes zero seconds West ($S 66^{\circ} 14' 00'' W$), a distance of ten feet (10.0') to a point, said point bearing South sixty-six degrees fourteen minutes zero seconds West ($S 66^{\circ} 14' 00'' W$) and distant five feet (5.0') from a concrete monument;
3. South twenty-three degrees forty-six minutes zero seconds East ($S. 23^{\circ} 46' 00'' E$), a distance of five hundred eighty-one and thirty-three hundredths feet (581.33') to a point said point bearing North forty-nine degrees forty-eight minutes zero seconds East ($N 49^{\circ} 48' 00'' E$), and distant three and thirteen hundredths feet (3.13');
4. North forty-nine degrees forty-eight minutes zero seconds East ($N. 49^{\circ} 48' 00'' E$), a distance of ten and forty-two hundredths feet (10.42') to a point;
5. South twenty-three degrees forty-six minutes zero seconds East ($S. 23^{\circ} 46' 00'' E$), a distance of seventy-one and fifty-eight hundredths feet (71.58') to a point, said point bearing North sixty-six degrees fourteen minutes zero seconds East ($N. 66^{\circ} 14' 00'' E$), and distant thirteen feet (13.0') from a concrete monument;
6. North sixty-six degrees fourteen minutes zero seconds East ($N. 66^{\circ} 14' 00'' E$), a distance of ten feet (10.0') to a point;
7. South twenty-three degrees forty-six minutes zero seconds East ($S. 23^{\circ} 46' 00'' E$) a distance of one thousand one hundred thirty-three and seventeen hundredths feet (1,133.17') to a point, said point bearing North sixty-six degrees fourteen minutes zero seconds East ($N 66^{\circ} 14' 00'' E$) and distant eight feet (8.0') from a concrete monument and being also the point of beginning of a curve to the left having a radius of one thousand one hundred eighty-six and three tenths feet (1,186.3');

8. Along a curve to the left having a radius of one thousand one hundred eighty-six and three tenths feet (1,186.3') a distance of one thousand two hundred sixty-four and eight-hundredths feet (1,264.84') to a point, said point bearing south fifty-four degrees eighteen minutes forty seconds east (S. 54° 18' 40" E.) and distant one thousand two hundred five and seventy-five hundredths feet (1,205.75') from the point described in the preceding course, and bearing North thirty-four degrees six minutes thirty seconds West (N. 34° 06' 30" W.), and distant ten and thirty-six hundredths feet (10.36') from a concrete monument;
9. North thirty-four degrees six minutes thirty seconds West (N. 34° 06' 30" W.), a distance of six and forty-eight hundredths feet (6.48') to a point, said point being the beginning of a curve to the left having a radius of one thousand one hundred eighty-one and three tenths feet (1,181.3');
10. Along said curve to the left, having a radius of one thousand one hundred eighty-one and three tenths feet (1,181.3') a distance of four hundred fifty-nine and ninety-eight hundredths feet (459.98') to a point, said point bearing North sixteen degrees fifty-eight minutes zero seconds West (N. 16° 58' 00" W.) and distant five feet (5.0') from a concrete monument;
11. North seventy-three degrees two minutes zero seconds East (N. 73° 02' 00" E.), a distance of three hundred and six feet (306.0'), more or less, to a point in the southwesterly boundary of the Reservation; thence;
12. In a generally southerly and westerly direction along the shore line of Curtis and Furnace Creeks, eleven thousand feet (11,000') more or less, to a point in the southwesterly boundary of the Reservation; thence:
13. North forty-five degrees fifty-one minutes forty-five seconds West (N. 45° 51' 45" W.), a distance of one hundred and fifty feet (150.0') to a point, said point bearing south sixty-one degrees six minutes forty-five seconds West (S. 61° 06' 45" W.) and distant five feet (5.0') from a concrete monument; thence:
14. North twenty-eight degrees fifty-three minutes fifteen seconds West (N. 28° 53' 15" W.), a distance of two thousand three hundred forty-two and fifty-eight hundredths feet (2,342.58') to a point, said point bearing South fifty-six degrees four minutes point, said point bearing South fifty-six degrees four minutes twenty seconds, West (S 56° 04' 20" W.), and distant five and two hundredths feet (5.02') from a concrete monument; thence:
15. North thirty-eight degrees fifty-eight minutes five seconds West (N. 38° 58' 05" W.), a distance of one thousand one hundred seventy-seven and seventy-five hundredths feet (1,177.75') to a point; said point bearing South forty-six degrees twenty-eight minutes twenty-eight seconds West (S. 46° 28' 28" W.) and distant five and two hundredth feet (5.02') from a concrete monument; thence:

16. North forty-eight degrees five minutes zero seconds West (N. $48^{\circ} 05' 00''$ W.) a distance of eight hundred forty-six and five tenths feet (846.5') to a point, said point being the southwest corner of the Reservation and bearing North eighty-eight degrees thirty minutes zero seconds West (N. $88^{\circ} 30' 00''$ W.), and distant seven and seventy-one hundredths feet (7.71') from a concrete monument; thence:
17. North fifty-one degrees five minutes zero seconds East (N. $51^{\circ} 05' 00''$ E.) a distance of six hundred thirty-nine and five tenths feet (639.5') to a concrete monument; thence:
18. South nineteen degrees thirty-three minutes zero seconds East (S. $19^{\circ} 33' 00''$ E.) a distance of six and five tenths feet (6.5') to a concrete monument; thence:
19. North fifty-four degrees five minutes zero seconds East (N. $54^{\circ} 5' 00''$ E.), a distance of one hundred and thirty-two feet (132.0') to a concrete monument; thence:
20. North seventy-eight degrees twenty minutes zero seconds east (N. $78^{\circ} 20' 00''$ E.), a distance of one hundred and sixty-five feet (165.0') to a concrete monument; thence:
21. South twenty-four degrees twenty-five minutes zero seconds East (S. $24^{\circ} 25' 00''$ E.), a distance of two hundred and ninety-seven feet (297.0') to a point, said point bearing North twenty-four degrees twenty-five minutes zero seconds West (N. $24^{\circ} 25' 00''$ W.), and distant five and eleven hundredths feet (5.11') from a concrete monument; thence:
22. North fifty-one degrees twenty minutes zero seconds East (N. $51^{\circ} 20' 00''$ E.), a distance of one hundred and sixty-five feet (165.0') to a concrete monument; thence:
23. North sixty-eight degrees fifty minutes zero seconds East (N. $68^{\circ} 50' 00''$ E.), a distance of two hundred and sixty-four feet (264.0') to a concrete monument; thence:
24. North fifty-one degrees twenty minutes zero seconds East (N. $51^{\circ} 20' 00''$ E.), a distance of sixty-six feet (66.0') to a concrete monument; thence:
25. North eight-five degrees five minutes zero seconds East N. $85^{\circ} 05' 00''$ E.), a distance of ninety-nine feet (99.0') to a concrete monument; thence:
26. South fifty-one degrees fifty-five minutes zero seconds East (S. $51^{\circ} 55' 00''$ E.), a distance of sixty-six feet (66.0') to a concrete monument; thence:
27. South eighty-six degrees forty minutes zero seconds east (S. $66^{\circ} 40' 00''$ E.), a distance of seventy-eight and forty-two hundredths feet (78.42') to a concrete monument; thence:
28. North forty-three degrees twenty-five minutes zero seconds East (N. $43^{\circ} 25' 00''$ E.), a distance of seventy-eight and forty-two hundredths feet (78.42') to a concrete monument; thence:

29. North eighty-two degrees fifty-five minutes zero seconds East (N. $62^{\circ} 55' 00''$ E.), a distance of forty-five and seventy-five hundredths feet (45.72') to a concrete monument; thence:
30. North eighteen degrees twenty-three minutes zero seconds East (N. $18^{\circ} 23' 00''$ E.), a distance of three thousand sixty-nine and eight tenths feet (3,069.8') to a point, said point bearing North seventy degrees thirty-two minutes forty-five seconds West (N. $70^{\circ} 32' 45''$ W.), a distance five feet (5.0') from a concrete monument; thence:
31. North twenty degrees thirty-one minutes thirty seconds East (N. $20^{\circ} 31' 30''$ E.) a distance of seven hundred and fifty-nine feet (759.0') to a point, said point begin the northwest corner of the Reservation and bearing North twenty-five degrees forty-one minutes three seconds West (N. $25^{\circ} 41' 03''$ W.), and distant six and ninety-three hundredths feet (6.93') from a concrete monument; thence:
32. South seventy-one degrees fifty-three minutes thirty-five seconds East (S. $71^{\circ} 53' 35''$ E.), a distance of one thousand four hundred seventy and sixty-nine hundredths feet (1,470.69') to a point, said point being in the center line of the aforesaid County Road; thence:
33. North seventeen degrees sixteen minutes zero seconds East (N. $17^{\circ} 16' 00''$), along the center line of the said County Road, a distance of one thousand one hundred twenty-five and ninety-two hundredths feet (1,125.92') to the place of the beginning -

Containing in all an area of eight hundred twenty-four and one tenths acres (824.1 A.) more or less, including coves and creeks, all as shown on Map No. 6188-100, entitled: "Curtis Bay Ordnance Res. Depot, Curtis Bay, Maryland. Boundary Survey, dated July 1926, filed in the Office of the Quartermaster General, Washington D.C.

APPENDIX 3

**Federal Jurisdiction over
Curtis Bay Ordnance Depot**

From *History of the Curtis Bay Ordnance Depot, Curtis Bay, Maryland*
(Record Group 156: National Archives and Records Administration, Philadelphia)

FEDERAL JURISDICTION OVER
CURTIS BAY ORDNANCE DEPOT

The United States has jurisdiction over the land comprising the Curtis Bay Ordnance Depot under the provisions of the Constitution of the United States and the consent of the legislature of Maryland.

Under the Constitution of the United States (Art I, see 8, Class 17) we find:

“The Congress shall have Power ***** to exercise Legislation in all cases whatsoever, over such District (not exceeding ten miles square) as may, by Cession of particular States, and the acceptance of Congress, become the Seat of the Government of the United States and to exercise like Authority over all Places purchased by the Consent of the Legislature of the State in which the same shall be, for the Erection of Forts, Magazines, Arsenals, Dock Yards, and other needful Buildings;”

NOTES OF DECISION

Purchase of lands intended for forts, arsenals, etc. Under the provisions for exclusive legislation over all places purchased by the consent of the legislature of the State for the erection of forts, etc., and other needful buildings, when a purchase of land for any of these purposes is made by the National Government, where the State legislature has given its consent to the purchase, the land so purchased, ipso facto, falls within the exclusive legislation of Congress and the State jurisdiction is completely ousted. *U.S. v. Cornell* (C.C. 1819), Fed. Cas. No. 14867.

Exclusive jurisdiction of Congress is general. —Where the purchase of land is made by consent of the State legislature, such land, under the constitutional provision, falls within the exclusive legislation of Congress. *U. S. v. Cornell* (C.C. 1819), Fed. Cas. No. 14867.

Laws Kans. 1875, p. 95, ceding to the United States exclusive jurisdiction over Fort Leavenworth Military Reservation, with certain exceptions as to service of process and taxation by State authorities, constituted a valid cession of jurisdiction, and though made without any request by the General Government, yet, as it conferred a benefit, its acceptance is to be presumed. *Benson v. U. S.* (1892), 146 U. S. 325.

Cession by a State is only necessary to extinguish its jurisdiction in whole or in part and is not necessary to the use of land by the United States for public purposes, subject, like all lands within the limits of the Union, to the concurrent jurisdiction of both Governments; that of the Federal being supreme. *Stockton v. Baltimore & N. Y. R. Co.* (C. C. 1887), 32 Fed. 9, 19.

The consent of the Legislature of Maryland to the purchase of the lands by the United States is found in an Act approved March 13, 1900 (Article 96, section 19, p. 3022, Bagby's Annotated Code of Maryland, 1924.) This section reads:

"The consent of the State is given to the purchase by the government of the United States, or under the authority of the same, from any individual or individuals, bodies politic or corporate, of any tract, piece or parcel of land within the boundaries or limits of the State for the purpose of erecting thereon forts, magazines, arsenals, coast defenses, or other fortifications of the United States, or for the purpose of erecting thereon barracks, quarters, and other needful buildings for the use of garrisons required to man such forts, magazines, arsenals, coast defenses or fortifications; and all deeds and title papers for the same shall be recorded as in other cases upon the land records of the county in which the land so conveyed may be; the consent herein given being in accordance with the seventeenth clause of the eighth section of the first article of the Constitution of the United States and with the acts of Congress in each case made and provided."

Section 20 of the same article provides for condemnation of the lands described in Section 19, in case of inability to agree with owners for their purchase or if the owners are incapable of making a perfect title, and Section 21 thereof provides that the provisions of Sections 17 and 18, hereinafter quoted, shall apply to all property or lands purchased or acquired by the United States under the provisions of Sections 19 and 20.

Sections 17 and 18 read, respectively, as follows:

"17. Jurisdiction is hereby ceded to the United States over such lands as shall be condemned as aforesaid for their use for public purposes, as soon as the same shall be condemned, under the sanction of the general assembly of this State hereinbefore given to said condemnation; provided, always, that this State shall retain concurrent jurisdiction on with the United States in and over all lands condemned under the provisions of this article, so far as that all process, civil and criminal, issuing under the authority of this State, or any of the courts or judicial officers thereof, may be executed on the premises condemned, and in any building erected or to be erected thereon, in the same way and manner as if this article had not been passed; and exclusive jurisdiction shall revert to and revest in the State whenever the said premises shall cease to be owned by the United States and used for some of the purposes mentioned in this article.

"18. All the lands that may be condemned under the provisions of this article, and the building and improvements erected or to be erected thereon, and the personal property of the United States and of the officers thereof, when upon said land, shall be exonerated and exempted from taxation for state and county purposes, so long as the said land shall continue to be owned by the United States and used for any of the purposes specified in the article and no longer."

APPENDIX 4

Type of Construction and Completion Dates of Work at Curtis Bay Depot Undertaken During World War I and Immediate Post War Period

From *History of the Curtis Bay Ordnance Depot, Curtis Bay, Maryland*
(Record Group 156: National Archives and Records Administration, Philadelphia)

TYPE OF CONSTRUCTION AND COMPLETION DATES OF WORK
UNDERTAKEN DURING WORLD WAR AND IMMEDIATE POST WAR PERIOD

The date of beginning and completion of various units are as follows:

	Date Started	Date Finished
Permanent Dock	12/7/17	5/1/18
Temporary Dock	11/5/17	12/4/17
Ferry Slip	11/5/17	12/11/17
Dock Sheds	3/28/18	6/20/18
Dock Warehouses	5/15/18	9/13/18
Permanent Roads	3/16/18	6/22/18
Permanent Fence	2/18/18	5/2/18
Railroad (Old)	12/27/17	9/26/18
Railroad (New)	7/22/18	11/2/18
Patrol Path	8/1/18	11/11/18
Sentry Boxes	3/16/18	3/23/18
Pump House #2	4/4/18	4/25/18
Pump House #3	9/27/18	11/14/18
Pump House #5	10/4/18	11/14/18
Pump House #1	10/11/18	11/11/18
Pump House #7	11/13/18	Incomplete
Pump House #4	11/20/18	Incomplete
Wells	2/4/18	11/21/18
Water System (Old)	3/18/18	5/22/18
Sewage System	1/11/18	4/2/18
Steam Heating System	12/1/17	12/13/17
Dock Lavatories	6/20/18	9/10/18
Water System (New)	10/28/18	11/22/18
Water Tanks	2/9/18	6/22/18
33 Standard Magazines	12/18/17	6/12/18
8 Standard Magazines H.E.	1/8/18	5/2/18
16 Barracks	12/13/17	5/2/18
1 Officers Quarters	1/18/18	5/2/18
4 Standard Mess Halls	12/13/17	5/2/18
1 Medical Building	1/18/18	4/8/18
4 Standard Lavatories	12/13/17	4/15/18
1 Standard Garage	2/25/18	6/20/18
1 Engine House	5/25/18	11/2/18
1 Machine Shop	5/25/18	11/2/18
1 Battery Charging Station	5/21/18	11/2/18
1 Repacking House	7/18/18	8/15/18
1 Store House for Box	7/18/18	8/15/18

1 Guard House	6/22/18	7/5/18
27 Hose Houses	5/22/18	9/7/18
1 Store House	4/17/18	4/24/18
All other guard houses	10/30/18	12/17/18
Unauthorized Barracks	3/4/18	12/6/18
Mess halls	3/4/18	12/6/18
9 P. & F. Magazines	8/13/18	11/9/18
57 Smokeless Magazines	9/17/18	11/21/18
1 Fire Engine house	9/3/18	12/13/18
C.Q.M. Office	11/22/17	12/27/17
Smith, Hauser, & McIsaac Office	11/22/17	12/3/17
General Warehouses	11/22/17	12/7/17
2 Q.M. Warehouses	2/15/18	3/2/18
17 Portable Latrines	8/20/18	11/18/18
Electric System	1/2/18	9/7/18
Flood Lighting	2/25/18	9/7/18

APPENDIX 5

**Number and Description of W.P.A. Projects
Undertaken and Completed During National Emergency**

From *History of the Curtis Bay Ordnance Depot, Curtis Bay, Maryland*
(Record Group 156: National Archives and Records Administration, Philadelphia)

NUMBER AND DESCRIPTION OF W.P.A. PROJECTS
UNDERTAKEN AND COMPLETED DURING NATIONAL EMERGENCY

W.P.A. Project O.P. — 765-25-221-#3562

- 1 — Reroof 19 Smokeless Powder Magazines — P-435 to P-442 inclusive; Q-443 to R-450 inclusive, and R-445, R-456, and R-457. Size 32' x 96' — Completed May 1939.
- 2 — Cover Walkway, Bag Loading Plant. Completed July 1939.
- 3 — Install Powder Elevator and erect Powder Loading Platform at Bag Loading Plant. Completed July 1939.
- 4 — Construct Change House — Bag Loading. Completed approximately June 1940.
- 5 — Reroof Battery Station. Completed July 1939.
- 6 — Reconstruct 50 foot dock on capping. Area of dock approximately 3,750 square feet. Completed June 1939.

W.P.A. Project O.P. — 65-3-24-21 - #3724

- 7 — Reroof Garage, Machine Shop, and Round House. Completed March 1940.
- 8 — Construct Planning Room and Yard Office Building. Completed June 1940.
- 9 — Build Photographic Room at Archives. Completed December 1939.

W.P.A. Project O.P. — 65-3-25-159 - #3857

- 10 — Construct Equipment and Material Sheds. Completed December 1940.
- 11 — Road and Ramp between Warehouses #1 and #2. Almost completed as of May 1, 1941.
- 12 — Walkway, Track and Platform (Powder Supply). Completed March 1941.
- 13 — Built Platform and Road in Utilities Area. Almost completed as of May 1, 1941.
- 14 — Built Oil House — (Utilities) (Industrial) Almost completed as of May 1, 1941.

W.P.A. Project O.P. — 65-2-25-158 - #3838

15 — Built Officer of the Day Office. Completed April 1941.

W.P.A. Project O.P. — 65-3-25-21 - #3724

16 — Replaced Overhead Telephone Lines. Completed June 1940.

W.P.A. Project O.P. — 765-25-2-21 - #3562

17 — Relocating Fence at Furnace Point. Completed June 1939.

W.P.A. Project O.P. — 65-3-24-21 - #3724

18 — Resurface Platform at Warehouse #2. Completed June 1940.

W.P.A. Project O.P. — 65-2-25-158 - #3838

19 — Resurface Bridge over Back Creek. Completed August 1940.

20 — Complete replacement of all ties on the 24 miles of railroad track. Project closed February 1942 — Not yet complete.

21 — Ballast of 24 miles of railroad track. Project closed February 1942 — Not yet complete.

APPENDIX 6

Military Personnel

From *History of the Curtis Bay Ordnance Depot, Curtis Bay, Maryland*
(Record Group 156: National Archives and Records Administration, Philadelphia)

MILITARY PERSONNEL

Dates	Commanding Officers	Assistant Officers	Warrant Officers	Troops
1917	Lt. Col. Ralph Proctor, Constructing Quartermaster (Construction Period 0)			52 nd Ordnance Company (Amm) Transferred Savanna Proving Ground, Ill., April 1929
7-1-18 to 7-19-19	Capt. Paul D. Chandler	Capt. Peter Aldrich		"
7-10-19 to 7-28-20	Lt. Col. R.B. Ellis	Capt. B. Cain		"
7-29-20 to 1-1-21	Major E.W. Phillips	Capt. B. Cain		"
1-2-21 to 4-10-21	Capt. A.W. Draves	Capt. B. Cain	A.N. Pearson	"
4-11-21 to 7-30-22	Capt. C.A. Watkins	Capt. J.W. Orcutt	G.E. Lester	"
7-31-22 to 7-26-23	Major R.R. Nix	1 st Lt. C. O'Leary	J.W. Quickmire	"
7-27-23 to 6-25-29	Major C.H. Treager	1 st Lt. J.W. Slattery	J.A. Braddock	"
		2 nd Lt. U.G.L. Peoples		"
		Capt. J.W. Coffee		"
		R.W. Johnson, Con. Sur.		"
6-26-29 to 6-2-34	Col. J.H. Read, Jr.	1 st Lt. J.J. Breen	J.A. Braddock	Detachments, Ordnance Medical, O.M. and Signal Corps
		Capt. C.E. Whitney		"
6-3-34 to 10-4-34	Capt. J.J. Breen		J.A. Braddock	"
1-5-34 to 7-24-38	Lt. Col. E. Collins	2 nd Lt. J.B. Olsen	J.A. Braddock	"
		Major J.A. B. Gibson		"
		Capt. H.A. Willis		"
7-25-38 to 9-1-38	Major H.A. Willis		J.A. Braddock	"
9-2-38 to 6-4-40	Col. W.B. Hardigg	Major H.A. Wilis	J.A. Braddock	"
		Capt. J.J. Meadows		"
		Capt. R.W. Hay		"
6-5-40 to 2-18-42	Lt. Col. H.A. Willis	2 nd Lt. N.E. Schultz	J.A. Braddock	"
		Capt. R.P. Miner		"
		Capt. S.E. Green		"
		1 st Lt. G.O. Billmire		"
		Capt. A.W. Duskin		"
		Capt. Maurice Hefley		"
		1 st Lt. C.W. Baird		"
		1 st Lt. F.K. Webb, Jr.		"
		1 st Lt. R.E. Johnson		"
2-19-42 to 12-31-43	Col. T.A. Clark	1 st Lt. Hugh E. Parker	J.A. Braddock	"
		1 st Lt. Robt. E. Larson		"
		1 st Lt. Chas. Woods, Jr.		"
		2 nd Lt. Geo. M. Egart		"

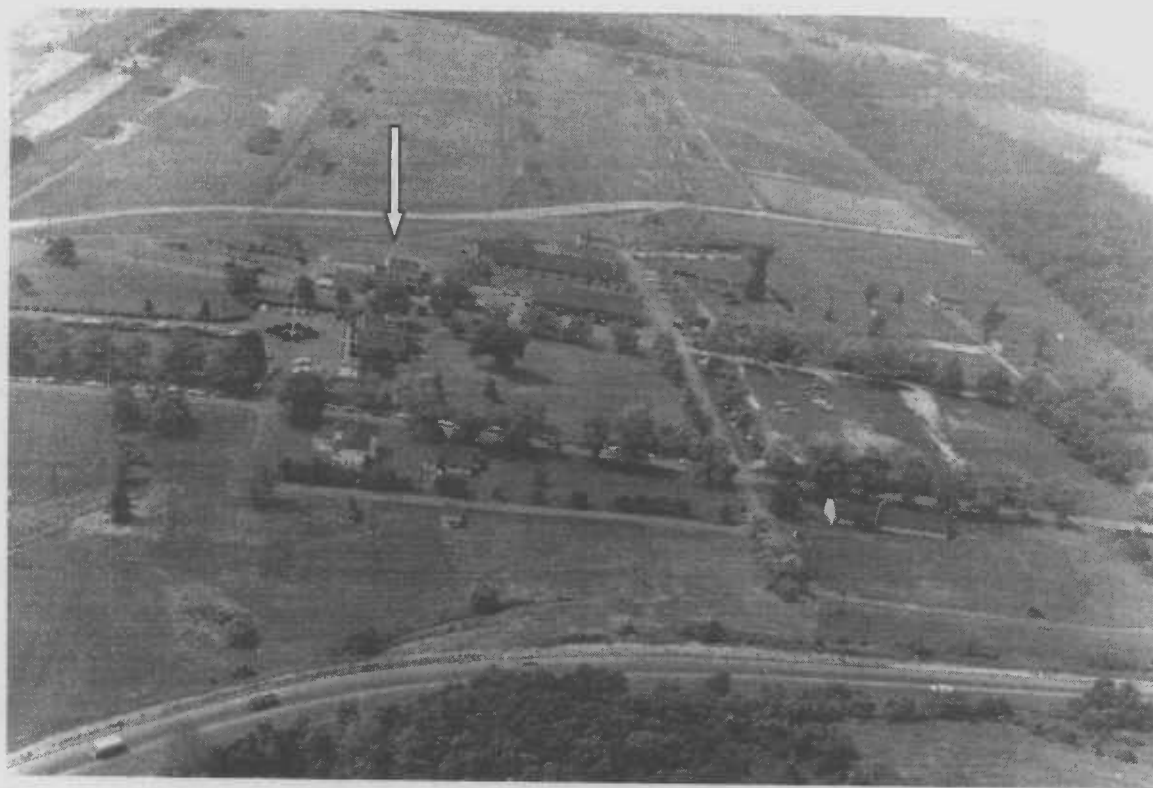
		2 nd Lt. Paul R. Abercrombie		"
		Capt. Jay L. Clark		"
		2 nd Lt. James M. Ackley		"
		1 st Lt. Moses T. Levin, Med. Corps		"
		Major M.M. Gallimore		"
		Capt. P.F. Demoise, MC		"
		Capt. R.S. Truman		"
		1 st Lt. J.F. Finney		"
		1 st Lt. E.W. Bettley		"
		1 st Lt. E.P. Waite		"
		Capt. A.E. Stewart		"
		1 st Lt. W.P. Winchester		"

APPENDIX 7

Historic Photographs of Curtis Bay Depot



Historic photograph of view of smokeless powder magazine rows at Curtis Bay Ordnance Depot.



Historic aerial photograph of the Curtis Bay Ordnance Depot ca. 1945 (arrow indicates current administrative building for Curtis Bay DNSC).



Historic photograph of overview of Curtis Bay Depot disposal of post-Korean war munitions.



Historic photo showing construction of igloo magazine at Curtis Bay DNSC.



Historic photograph of former firehouse. Current administrative building (19) for Curtis Bay DNSC.



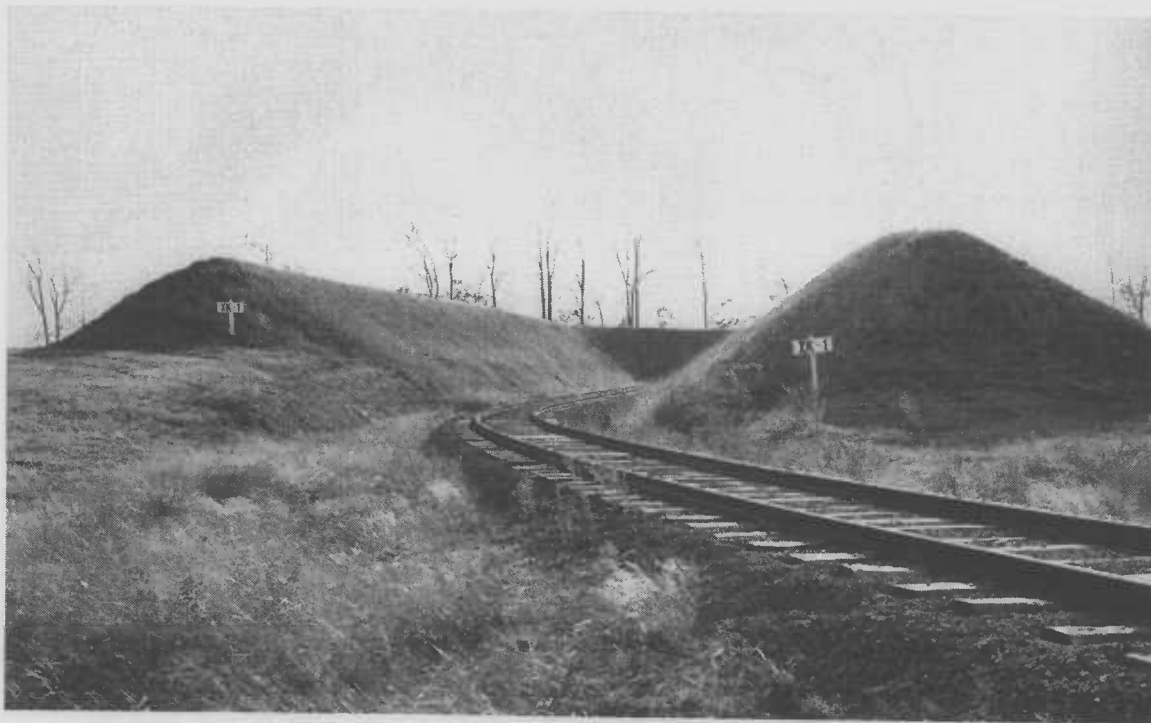
Historic photograph of the gatehouse at Curtis Bay DNSC.



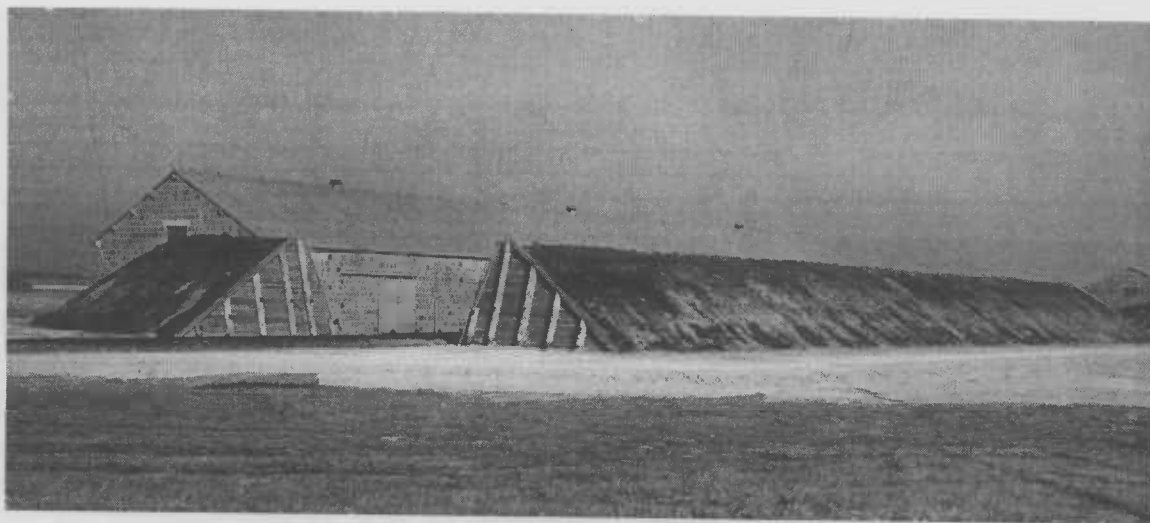
Historic photograph of engine shelter at Curtis Bay DNSC.



Historic photograph of dock warehouses (Buildings 44 and 45) at Curtis Bay DNSC.



Historic photograph of typical railroad barricade at Curtis Bay DNSC.



Historic photograph of magazine barricades Curtis Bay DNSC.



AA-2198

CURTIS BAY DEFENSE NATIONAL STOCKPILE CENTER

ANNE ARUNDEL, MARYLAND

M. McLEOD

4198

Negative - Defense Logistics Agency, Fort Belvoir, VA

View of Blang 6321 to the southwest.

1 of 21



AA 219B

Curtis Bay Defense National Stockpile Center

Anne Anwidel, MD

M. McLeod

4/98

Negative - Defense Logistics Agency, Ft. Belvoir, VA

View of Building 713H to ~~the~~

11/1

2 of 21



AA-2198

Curtis Bay Defense National Stockpile Center

Anne Amundel, MD

Milo McLEOD

4/98

Negative - Defense Logistics Agency - Ft. Belvoir, VA

View of Building 734E to NW

3 of 21



11A-1198

Curtis Bay Defense National Stockpile Center

Anne Arundel, MD

Mico McLeod

1198

Negative - Defense Logistics Agency - Ft. Belvoir VA

View of Building 7264 to NW

4 of 21



AA-2198

Curtis Pray Defense National Stockpile Center

Anne Anundel, MT

Milo McLeod

4198

Negative - Defense Logistics Agency, Ft. Belvoir, VA

View of Building 1633 to NW

5 of 21



AA - 2198

Curtis Bay Defense National Stockpile Center

Anne Amundel, MD

Mike McLeod

4/98

Negative - Defense Logistics Agency, Ft. Belvoir, VA

View of Building 1022 to NW

6 of 21



AA - 2198

Curtis Bay Defense National Stockpile Center

Anne Amund, MD

Milo McLeod

498

Negative - Defense Logistics Agency, Ft. Belvoir, VA

View of Building 101 - Guardhouse - to south

7 of 21



AA-2198

Curtis Bay Defense National Stockpile Center

Anne Amundel, MT

Mino McLeod

4/98

Negative — Defense Logistics Agency — Ft. Belvoir, VA

View of Building 614K to NW

Ecf 21^s



Ad 2198

Curtis Bay Defense National Stockpile Center

Anne Anundel, MD

Milo Meleod

4198

Negative - Defense Logistics Agency - Ft. Belvoir, VA

View of Building 613K to NW

9 of 21



AA-2198

Curtis Bay Defense Natural Stockpile Center

Anne Arundel, MD

Miss McLeod

4/1/18

Negative - Defense Logistics Agency - Ft. Belvoir, VA

View of Building 1022J to to NE

10 of 21



AA-2198

Curtis, Bay Defense National Stockpile Center

Anne Arundel, MD

Mico McLean

4/98

Negative - Defense Logistics Agency - Ft. Belvoir, VA

View of Building 1122 D to SW

11 of 21



AA - 2198

Curtis Bay Defense National Stockpile Center

Anne Arundel, MD

Milo McLeod

4/98

Negative - Defense Logistics Agency, Ft. Belvoir, VA

View of Building 112TD to NW

12 of 21



AA - 2198

Curtis Bay Defence Natural Stockpile Center

Anne Amundel, MD

Mico McLeod

4/98

Negative - Defense Logistics Agency - Ft. Belvoir. VA

View of powder burner to NE

13 of 21



AA 2198

Curtis Bay Defense National Stockpile Center

Anne Anundel, MD

Mike McLeod

4/98

Negative - Defense Logistics Agency - Ft. Belvoir, VA

View of door to beehive (644XI) to W

14 of 21



AA-219F

Curtis Bay Defense National Stockpile Center

Anne Arnold, MD

Mino McLeod

4/98

Negative - Defense Logistics Agency - Ft Belvoir, VA

View of Building 5311 to SW

15 of 21



AA-2198

Curtis Bay Defense National Stockpile Center

Anne Anwerel, MD

Mico McLeod

4/98

Negative - Defense Logistics Agency - Ft. Belvoir, VA

View of Building 822 & oilhouse looking SW

16 of 21



AA-2198

Curtis Bay Defense National Stockpile Center

Anne Amundson, MD

Mico McLeod

1/1988

Negative @ Defense Logistics Agency - Ft. Belvoir, VA

View of Building 825 to SW

17 of 21



HA-2198

Curtis Buif Defense National Stockpile Center

Anne Arundel, MD

MLW McLEOD

4/98

Negative - Defense Logistics Agency - Ft. Belvoir, VA

View of Building 911B to SW

18 of 21



AA-2198

Curtis Bay Defense National Stockpile Center

Anne Arundel, MD

MW McLeod

4/98

Negative at Defense Logistics Agency - Ft. Belvoir, VA

View of Building 921A to NW

19 of 21



AA - 2198

Curtis Bay Defense National Stockpile Center

Anne Arundel, MD

Milo Melrod

4/98

Negative at Defense Logistics Agency - Ft. Belvoir, VA

View of Building 1004 to NE

20 of 21



AA 2198

Curtis Bay Defense National Stockpile Center

Anne Arnold, MD

Milo McLeod

4/98

Negative at Defense Logistics Agency - Ft. Belvoir, VA

View of Building 1004 to NW

21 of 21



AA-2198

Administration Building, Sandberg Media Co. West
Frederick, Maryland

Autograph: 1/15/28

9/10/28

Location: 1st floor

View east towards rear of Administration Bldg. from
west corner

1 of 2



LL-2104

Administration Building, Cule's Bay Ordnance Depot

Arre Arrabal County, Maryland

Anthony Horise

9/10/94

Negative: Maryleth Cottage

View No. 100 towards Administration Building,
Southwest location

2 of 3



FA-2128

Administration Building, Curtis Bay Ordnance Depot
Anne Arundel County, Maryland

Anthony Horne

2/10/98

Negative: View from Street

New view: Tower in background Building
South elevation

3 of 21

HEADSTONE

116 ARMY TERMINAL

214 TRANS BN 101

AP-2198

Administration Building

Curtis Bay Ordnance Depot

Five "bunde" Courts Mary and

Archie. 1944

2/10/44

Revised 1944 12/1/44

Exterior view of main entrance

and adjacent area

4 of 22



AT-2198

Administration Building

Curtis Bus Entrance Depot

Avic Avenue 2000m Van and

Avic Avenue 2000m

9/10/94

negative: Van and 120

Main entrance doors: 2000m of

Lucite handles.

5 of 2.



Apr 2018

Administration Building, Curtis Bay Ordnance Depot
Anne Arundel County, Maryland

Anthony Horise

1/10/18

Descriptive: Name and address

Concrete steps, south side of building

detail of iron railing

6 of 22



AK-2646

Administration Building, Cedar Bay, Adak, Alaska, Dept

Anne Arnold, Cedar Bay, Alaska

Anthony Harris

ap/nc

re: below: 1/20/50, 1/21/50

casement windows, ground floor

7 of 22



Feb. 11/88

Administration Building, Eastern Bay Ordnance Depot
Anne Arundel County, Maryland

Anthony House

4/16/88

Negative: Maryland 11/88

Lavatory, ground floor & light fixture

Vol 22



Apr. 1943

St. Vincent's Basilica, within the Archdiocese of
Anne Arundel County, Maryland

Anthony Deane

9/10/46

Very truly yours, [unclear]

Secretary, Board of Education

1 of 2



AA 2448

Administration Building, Curtis E. Bay Ordnance Depot
Anne Arundel County, Maryland

Access: 10102

9/10/94

Location: Maryland 51170

Description: View northward down main hallway,
ground floor.

10 of 22



AA-2198

Administration Building

Curtis Bay Ordnance Depot

Anne Arundel County, Maryland

Anthony Horne

9/10/98

Negative Mounted Slide

View up main stairway ground floor

11 of 22



AA-2198

Administration Building, Curtis Bay Ordnance Depot

Anne Arundel County, Maryland

Anthony House

1/10/98

Negative - original of 1925

Stairway to basement detail of iron railing

12 of 22



AA-2194

Administration Building,

Curtis Bay, Ordnance Depot

Anne Arundel County, Maryland

Anthony House

9/10/48.

Negative: Maryland 21133

view southeast down main hallway
towards main stairwell, ground floor

13 of 22



AA-2198

Administration Building, Curtis Bay Ordnance Depot

Anne Arundel County, Maryland

Anthony Horne

1/10/98

Negative: Maryland SHPO

Basement: boiler door (detail of name plate)

14 of 22



AA - 2198

Administration Building

Curtis Bay Ordnance Depot

Anne Arundel County, Maryland

Anthony Horne

1/10/98

Negative: Maryland SIFD

Basement: boiler

15 of 22



AA-2198

Administration Building, Curtis Bay Ordnance Depot
Anne Arundel county, Maryland

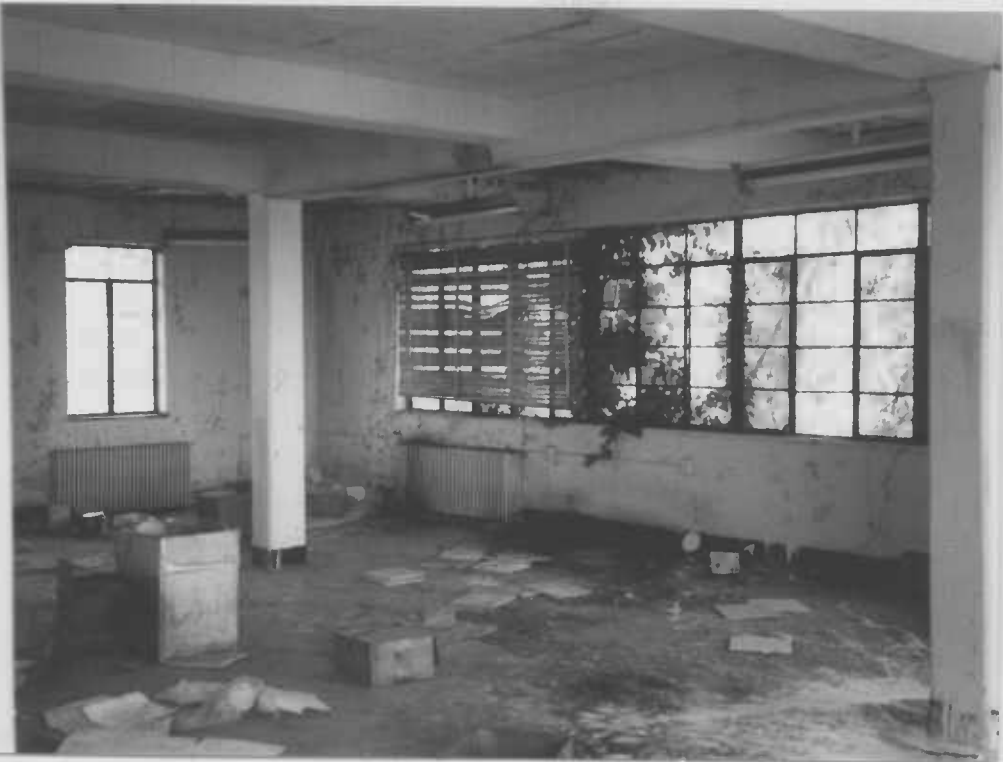
Anthony Horne

7/10/98

Negative: Maryland SHPO

Views northeastward of large basement room.

16 of 22



AA-2146

Administration Building, Curtis E. Byrd Federal Depot

Anne Arundel County, Maryland

Anthony Horne

4/10/96

Negative: Maryland SHPO

View northeastward of large
second floor room

17 of 22



11-219-8

Administration Building, Curtis Bay Ordnance Depot
Anne Arundel County, Maryland
Anthony Horowitz

9/10/98

Negative: Maryland SHPO

View up stairwell (second floor) to observation room.

146 of 22



AA-2198

Administration Building, Curtis Bay Ordnance Depot

Anne Arundel County, Maryland

Anthony Horne

8/10/98

Negative: Maryland SAPO

View westward of large second floor room.

19 of 22



AA- 2198

Administration Building

Smiths Bay Advance Depot

Anne Arundel County, Maryland

Anthony Horne

9/10/98

Negative: Maryland HPR

View southwards down main hallway

First floor: ceiling

20 of 22



AA - 2198

Administration Building, Curtis Bay entrance Depot

Anne Arundel County, Maryland

Anthony Horne

7/10/98

Negative: Maryland SHPO

light fixture, ground floor.

21 of 22



AL-2198

Administration Building

Carlisle Bay Ordnance Depot

Anne Arundel County, Maryland

Anthony Horne

9/10/13

Negative: Maryland SHPA

View eastwards: interior view of
main entrance, grand floor

22 of 22